



Aberdour Road Active Travel Corridor

Engagement Report

On behalf of **Fife Council**



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Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: 3rd Floor, Capital Square, 58 Morrison St, Edinburgh EH3 8BP
T: 0131 297 7010 E: fiona.duncan@stantec.com

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	Name	Position	Signature	Date
Prepared by:	E McWilliams	Assistant Transport Planner	EM	23/02/2023
Reviewed by:	G Bow	Associate Transport Planner	GB	14/03/2024
Reviewed by:	G Bow	Associate Transport Planner	GB	14/03/2024
Approved by:	G Scott	Senior Associate Transport Planner	GS	20/05/2024
For and on behalf of Stantec UK Limited				

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Executive summary

The Aberdour Road Active Travel Corridor project aims to create a seamless active travel connection between the B981 at Fordell Firs and Hospital Hill and Queensferry Road, connecting to the wider active travel network across Dunfermline.

A shared use facility is provided from the B991 at Fordell Firs to the most southern point of Blacklaw Road. The corridor has been constructed in phases, with construction beginning in 2022.

The current phase aims to continue provision for pedestrians and cyclists from the southern point of Blacklaw road, along the remainder of Aberdour Road, connecting to Hospital Hill and Queensferry Road.

Fife Council have produced four iterations of concept designs, assessing different locations and layouts for this section of the active travel corridor. Before the construction of this phase of the corridor, feedback was received from residents. After consultation, the design option was revised to a bidirectional cycle track on the south side of Aberdour Road. A Traffic Regulation Order (TRO) was progressed to implement a bidirectional cycle track on the south side of Aberdour Road. The statutory consultation received 16 objections.

A report was submitted to the City of Dunfermline Area Committee on the 24th of October 2023, recommending that the 16 objections be put aside, and the order approved. Committee considered the report but asked that further public engagement on a new option be undertaken before reporting back to Committee.

In December 2023, Fife Council commissioned Stantec to conduct independent community and stakeholder engagement on the latest design option to develop a report including an analysis of findings, to present to Committee.

An engagement programme was delivered between 14th February 2024 and 13th March 2024. The engagement programme included:

- Two in-person public consultation events (17th and 29th February 2024).
- Three workshops with stakeholders (22nd, 28th and 29th February)
- A dedicated webpage inclusive of project background, an online survey, and frequently asked questions
- Paper copy surveys available for collection and return to Dunfermline Library and Galleries.

A total of 194 comments were collected across all engagement activities. Some 99 surveys were completed online, 3 paper surveys were collected from Dunfermline Library and Galleries. Comments were also collected as part of in-person engagement events or via e-mail.

The key discussion points across the engagement were heavy vehicular traffic, safety, accessibility, maintenance, access to driveways and project communications.

Most respondents supported active travel in principle but questioned the strategic value of the active travel corridor on Aberdour Road or expressed concerns over the proposed design layouts.

The insight gained through consultation emphasises a variety of different users. Each user has specific characteristics and sometimes competing needs.

The aim of this consultation exercise was to evidence all views from those who use the area. This is particularly important to deliberate a solution that delivers on the common good.

1 Introduction

1.1 Project Background

- 1.1.1 [Fife Council](#) (FC) has awarded Stantec a commission to plan and deliver an independent engagement programme on the Council’s most recent design proposals for the western section of the planned [Aberdour Road Active Travel Corridor](#). Findings from the engagement programme are summarised in this report.
- 1.1.2 The Aberdour Road Active Travel Corridor (ARATC) project aims to create an active travel connection between Fordell Firs and Hospital Hill, complementing the wider active travel network across Dunfermline.
- 1.1.3 The east section of Aberdour Road benefits from having a new off-road shared pedestrian and cycle track between Masterton Road and Blacklaw Road. The Council is seeking to continue this provision to the west with an off-carriageway route for walkers, wheelers, and cyclists along the whole length of Aberdour Road.
- 1.1.4 A timeline of events is shown below in **Figure 1-1** to summarise key project steps undertaken far.

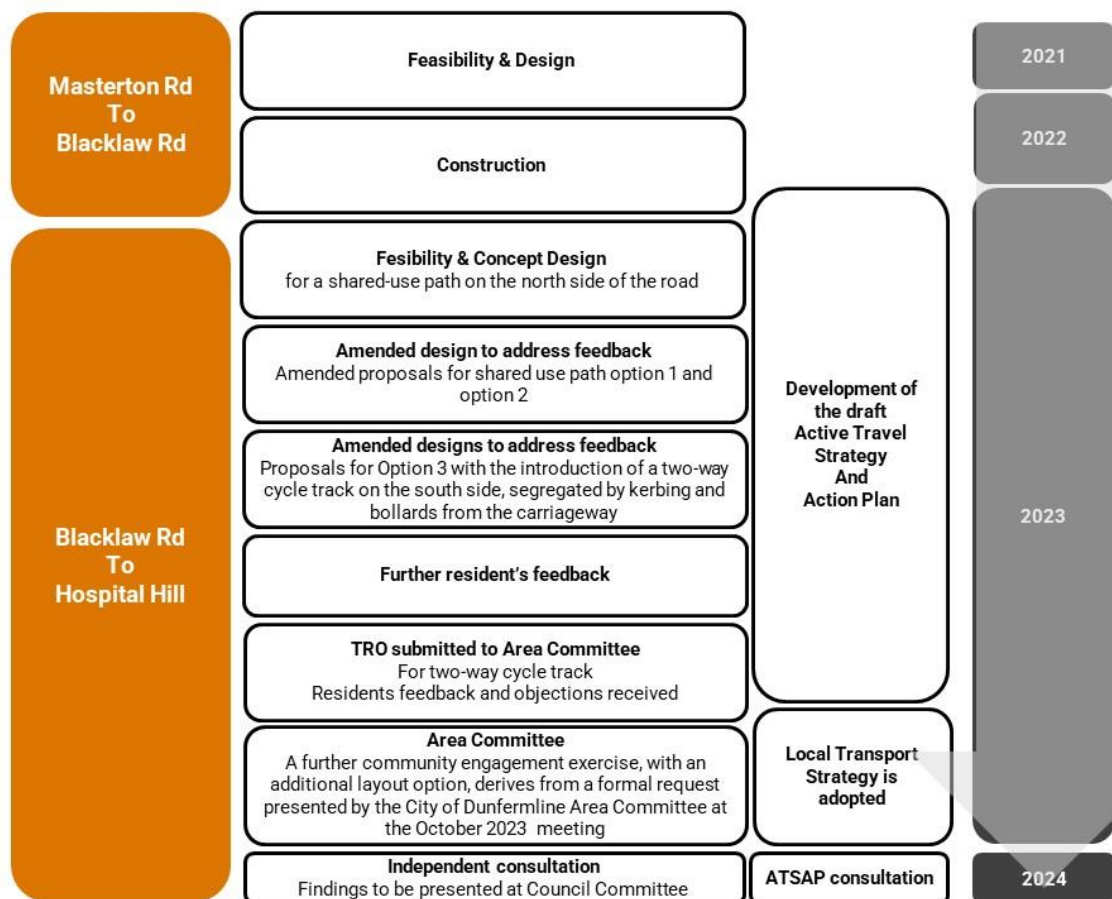


Figure 1-1 Key Project Task Completed to Date

1.2 Project Mandate

- 1.2.1 The Council's [Local Transport Strategy](#) (2023) was adopted in November 2023 and set a vision that by 2033, Fife's transport system will support communities with affordable, seamless, and sustainable access to all aspects of our daily lives. The strategy puts active travel at the core of transport in the area and commits to expanding the local active travel network.
- 1.2.2 Changes in travel choices across communities in Fife will be supported by the work of the upcoming [Regional Transport Strategy](#) and other various Council strategies, plans and further policies aligned with environmental quality, climate change, and sustainable economic development.
- 1.2.3 Fife Council is also currently developing an [Active Travel Strategy and Action Plan](#) for the Council area that includes a proposed network of routes and a series of action points to improve active travel in Fife, and support communities in travelling more actively and sustainably.
- 1.2.4 The principles of the Aberdour Road Active Travel Corridor in its entirety are in line with strategic aspirations for the Council.
- 1.2.5 The mandate for a further community engagement exercise, with an additional layout option, derives from a formal request presented by the City of Dunfermline Area Committee at the October 2023 meeting. Fife Council Roads and Transportation then appointed Stantec to coordinate the engagement.
- 1.2.6 A summary of policy requirement supporting the delivery of this project can be found in **Appendix A**.
- 1.2.7 This report details the planning, and advertising for an independent engagement programme on the latest iteration of the Council's proposals for the western section of the ARATC. It includes a demographic profile of the project area, a description of consultation events and consultation findings.
- 1.2.8 This report and supporting documents remain valid and relevant until the expiry date of the upcoming Active Travel Strategy.

1.3 Project Location

- 1.3.1 Aberdour Road is located in Dunfermline. The city is in the south of Fife, Scotland, as show in **Figure 1-2**.



Figure 1-2 Location of Dunfermline

- 1.3.2 Aberdour Road is located in the south of Dunfermline and acts as an arterial road, creating one of the key connections to Dunfermline city centre. The entire length of Aberdour Road is around 4km. It hosts a range of residential properties, shops, hotels, and schools.
- 1.3.3 This phase of the ARATC project runs from the most southern point of Blacklaw Road to Hospital Hill and Queensferry Road and acts as the missing link of the corridor (**Figure 1-3**).



Figure 1-3 Project Area – Location and Extent

1.4 Governance

- 1.4.1 Fife Council is the relevant local authority as well as the roads and planning authority in the area. The project area is located in Ward 4, Dunfermline South. It sits on the boundary of three community councils, including Dunfermline South Community Council, Dunfermline Central Community Council, and Abbeyview Community Council¹.

¹ [Area-Committes-AndWards-2020-City-of-Dunfermline-Area-Committee.pdf \(fife.gov.uk\)](https://www.fife.gov.uk/media/10000/area-committes-andwards-2020-city-of-dunfermline-area-committee.pdf)

2 Area Demographics

- 2.1.1 This section of the report compares national, citywide and area specific demographic data. This helps the project team to draw a population profile and gain a detailed understanding of the end user of any proposed infrastructure as well as the target audience for any behaviour change initiative.
- 2.1.2 According to [Census Data](#), Dunfermline’s total population in 2011 counted 49,706 residents. A partial post code search was carried out for KY11 4 to match the location of the project area. Some 12,529 people reside in this postcode area.
- 2.1.3 Age data helps contextualise consultation findings and engagement representation presented in this report. Age data for the project area aligns with townwide and national figures. As detailed in **Table 2-1** below.

Table 2-1 Demographic Data for Age

Age	Under 16	16-29	30-44	45-59	60-74	Over 75
KY114 (%)	17.5	18	21.4	21.1	15	7
Dunfermline (%)	19.7	16.3	23.7	20.4	13.7	6.2
Scotland Average (%)	17.3	18.5	20	21.2	15.5	7.7

- 2.1.4 The project area reports a slightly higher female population than male which aligns with national figures, as shown in **Table 2-2** below. This supports the need for design solutions that also cater for complex trip-chaining as typical of female travel behaviour.

Table 2-2 Demographic Data for Sex

Sex	Males	Females
KY11 4 (%)	48.6	51.4
Dunfermline (%)	47.4	52.6
Scotland Average (%)	48.5	51.5

- 2.1.5 Public health data for all three geographies shows a good potential for active travel uptake with a majority of the local population benefitting from reasonably good health, (**Table 2-3**).

Table 2-3 Public Health Data

Health	Very Good	Good	Fair	Bad	Very Bad
KY11 4 %	46.7	32.8	14.2	4.8	1.5
Dunfermline %	54.9	30	10.7	3.4	1
Scotland Average %	52.5	29.7	12.2	4.3	1.3

- 2.1.6 A healthy population can generate an increase in active travel where suitable active travel infrastructure is provided, complemented by tailored behaviour change initiatives.
- 2.1.7 This project should also account for those in the “Bad” and “Very Bad” health category to improve the general physical and mental wellbeing by encouraging people to lead a more active lifestyle.

- 2.1.8 Car ownership and travel data was also extracted from 2011 Census data to gain an understanding of potential modal shift opportunities. The project area reports a higher car ownership compared to the other geographies, (**Table 2-4**).

Table 2-4 Car Ownership

Car ownership	No car or van	1 car or van	2 cars or vans
KY11 4 %	21.3	49.3	29.4
Dunfermline %	24.6	47.5	27.9
Scotland Average %	30.5	42.2	27.3

- 2.1.9 The local area's population is predominantly white, with the presence of a very small minority of other ethnic groups, as shown below in **Table 2-5**.

Table 2-5 Demographic Data for Ethnicity

Ethnicity	White Scottish	White other British	White Irish	White Polish	Other White	Asian, Asian Scottish, or Asian British	Other Ethnic Groups
Dunfermline South %	89.1	6.6	0.6	0.8	1.1	1	0.8
Dunfermline %	85.4	11.7	0.8	0.5	0.8	1.0	0.6
Scotland Average %	84	7.9	1	1.2	2	2.7	1.3

3 Engagement Plan

3.1 Principles of Community Engagement

- 3.1.1 Community engagement is a purposeful process which develops a working relationship between different groups in a given community to identify and act on community needs and ambitions and the achievement of the common good.
- 3.1.2 The core aim of this engagement exercise is to promote positive change. Engagement and dialogue promote equality, diversity, and inclusion to ensure all views are captured and addressed equitably.
- 3.1.3 Engagement involves respectful dialogue between everyone involved, aimed at improving understanding among individuals to take joint action towards positive change. Community engagement is supported by the key principles of fairness and equality, and a commitment to learning and continuous improvement.
- 3.1.4 The aim of this consultation exercise is to evidence all views from all those who use the area. This is particularly important to deliberate a solution for the achievement of the common good.

3.2 Engagement Process

- 3.2.1 Prior to this commission, Fife Council had conducted engagement with residents of the project area on the first three iterations of the design.
- 3.2.2 An Engagement and Communications Plan (**Appendix B**) was produced for this commission to inform the design and delivery of the consultation events as summarised in **Figure 3-1** below.

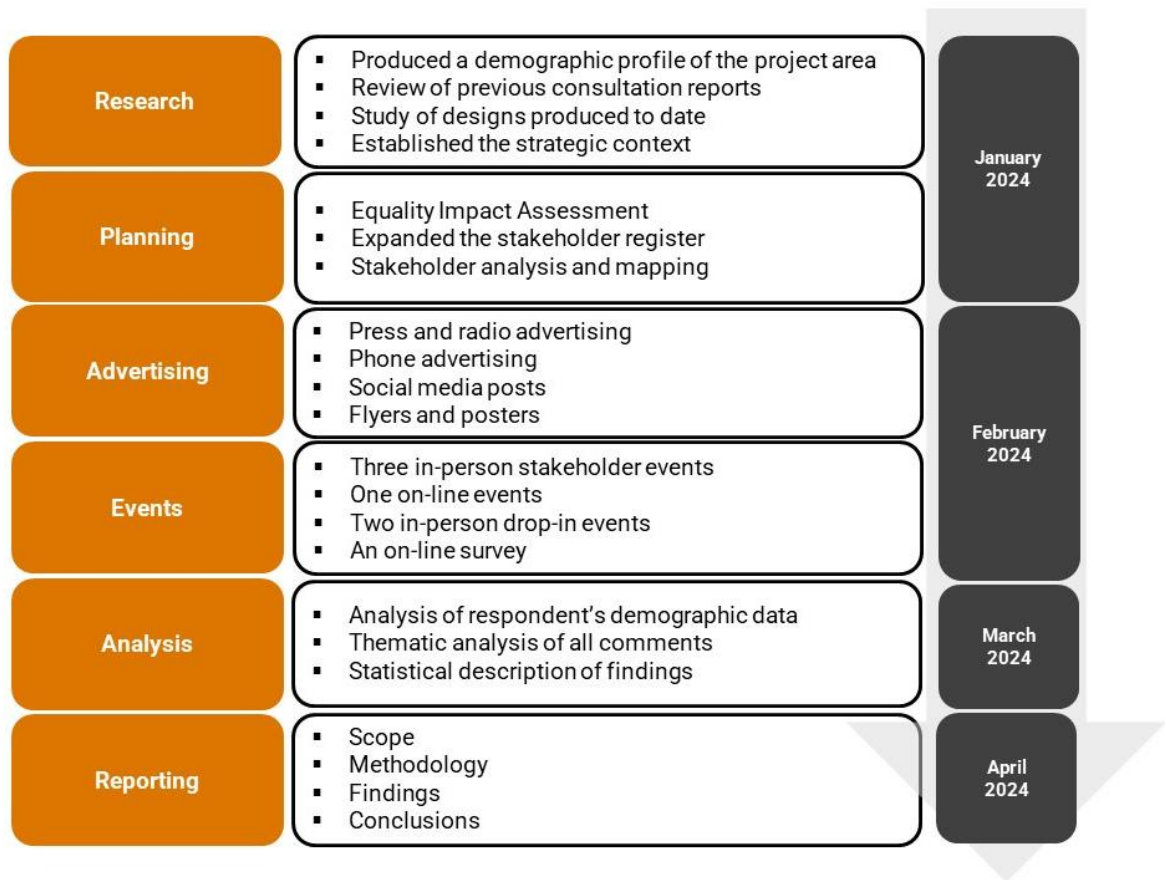


Figure 3-1 Summary of Engagement Process

3.3 Communications and Advertising

- 3.3.1 A Communication Plan was developed to support the engagement programme, as summarised in **Figure 3-2** below.

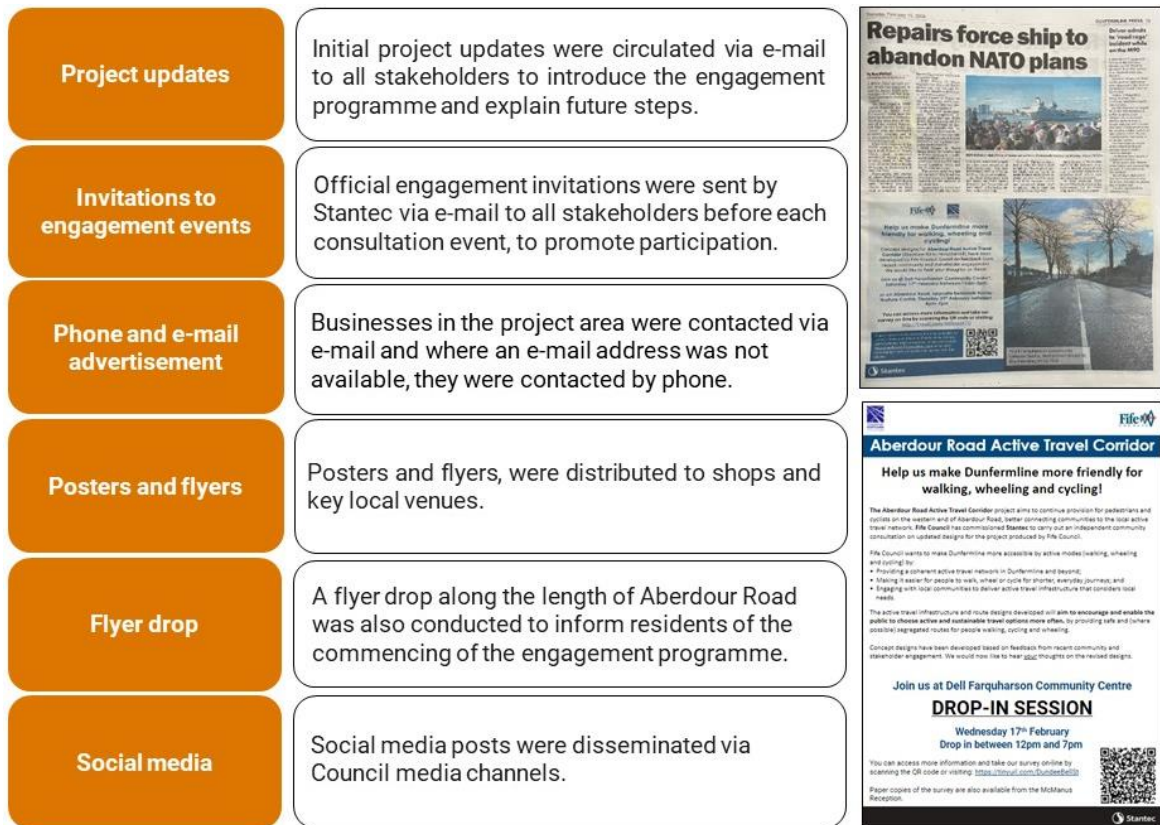


Figure 3-2 Communication Plan Summary and Advertising

3.4 Engagement Schedule

3.4.1 The consultation schedule is summarised in **Table 3-1** below.

Table 3-1 Details About Engagement Events Delivered.

Event	Description	Format	Date	Venue
Online survey	Arc GIS Story Map with project details, relevant links, and embedded survey.	Webpage with embedded survey	14/02/2024 - 13/03/2024	Online
Public drop-in	Hard copy surveys, a tabletop map of the design and informative presentation panels were provided. The consultants were able to speak with the public directly, answer their queries and collect their concerns and ideas.	In-person workshop and collection of comments on table map.	17/02/2024 11:00-14:00	Dell Farquharson Community Centre
Equality, diversity, and inclusion workshop	Workshop with identified stakeholders	Street audit, in-person and online workshops, and collection of comments on table map.	22/02/2024 12:00-14:00 28/02/2024 15:00-16:00	Pitbauchlie House Hotel MS Teams Meeting

Event	Description	Format	Date	Venue
Education stakeholder meeting	Workshop with identified stakeholders	In-person workshops, and collection of comments on table maps.	29/02/2024 9:00-15:00	Beanstalk Nursery and Family Nurture Centre and Pitreavie Primary School
Public on-street events	Hard copy surveys, a map of the design and informative visualisations were provided. The consultants were able to speak with the public directly, answer their queries and collect their concerns and ideas.	On-street event, and collection of comments on table maps.	29/02/2024 16:00-19:00	Aberdour Road

4 Designs

4.1 Concept Designs

- 4.1.1 A concept design is a high-level drawing to represent an initial idea, or "concept" and it is part of the feasibility stage of a transport project. It is sketched on available mapping of the study area and includes very basic design details. It is used as visual support to initiate and encourage consultation with stakeholders and the community. Once the concept is agreed the project enters the design stage in which developed and technical designs are developed to ascertain construction specifications.

4.2 First Iteration of Concepts

- 4.2.1 The western section of the ARATC goes through a residential area characterised by detached or semidetached houses, most of which have private driveways branching off Aberdour Road. The project area includes mature trees along the footways on each side of the carriageway. On the south side, the footpath is elevated from the carriageway and separated by a grass verge.
- 4.2.2 The Council produced initial concepts which included a shared-use footpath on the north side of the carriageway, as shown in **Figure 4-1** below.

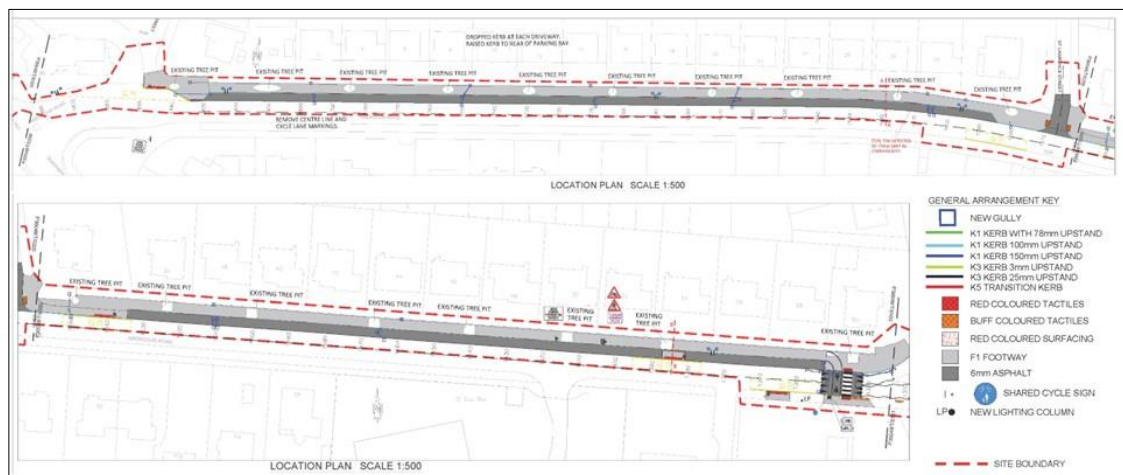


Figure 4-1 First Concept Design Iteration

4.3 Second Iteration of Concepts

- 4.3.1 Following feedback from local residents raising safety concerns, a second option was produced by the Council including a segregated shared pedestrian/cycle footway/cycle track on the north side of the carriageway, but also allowing space for parking, as shown below in **Figure 4-2** below.



Figure 4-2 Second Concept Design Iteration

4.4 Third Iteration of Concepts

4.4.1 Following further feedback from local residents concerned about conflict point at driveway access a third option was developed by the Council, proposing a two-way segregated cycle track at carriageway level along the south side of the road, as shown in **Figure 4-3**.



Figure 4-3 Third Concept Design Iteration

4.5 Fourth Iteration of Concepts

- 4.5.1 A fourth variation of the concept design adds speed cushions along the carriageway, an additional controlled crossing and an improved advisory crossing, following feedback about current speed and volumes of traffic and lack of crossing opportunities, particularly for those with disabilities. This latest version of the design, as shown in **Figure 4-4** below was the subject of this consultation exercise. The Council have engaged residents on each iteration of the design to date.

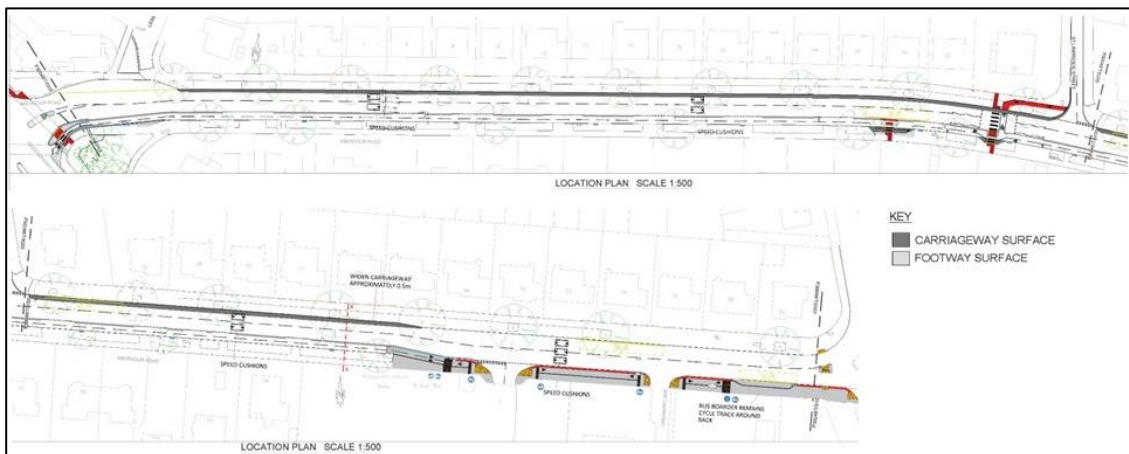


Figure 4-4 Fourth Concept Design Iteration



Figure 5-2 On-street Event

5.3 On-line Consultation

5.3.1 A dedicated [webpage](#) was created to provide project information and to host an on-line survey, as shown in **Figure 5-3** below.

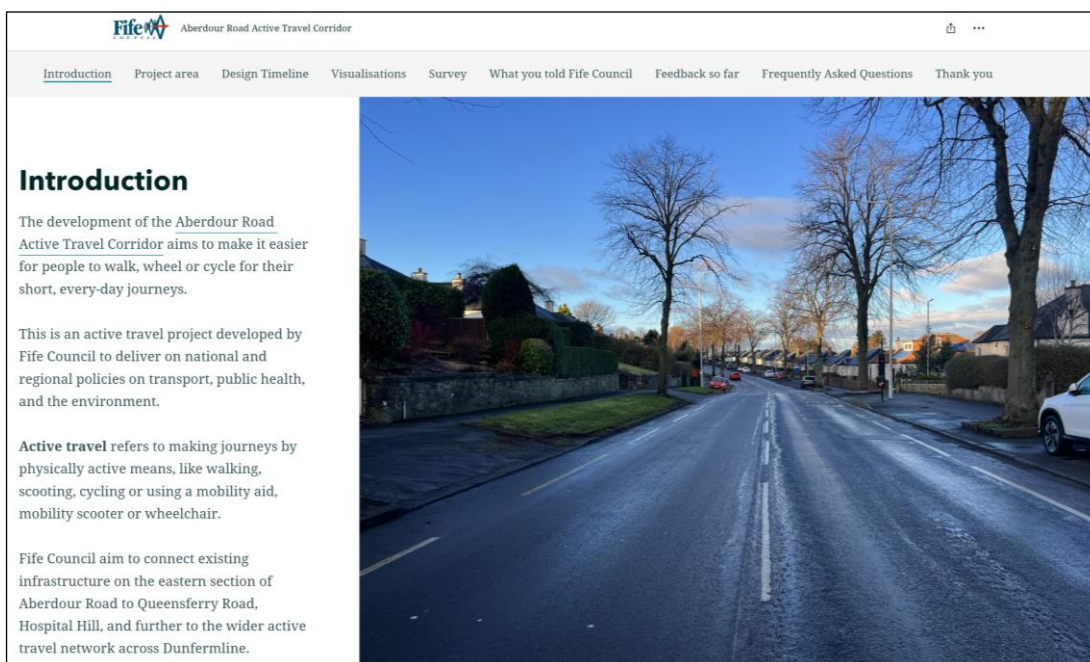


Figure 5-3 Project Webpage

5.4 Equality, Diversity and Inclusion Workshops

- 5.4.1 Stakeholder workshops were conducted with Equality, Diversity and Inclusion (EDI) groups and local education establishments to ensure a wide range of users were accounted for in the engagement programme.
- 5.4.2 The first workshop was conducted on the 28th of February with Fairway Fife, a peer mentoring charity involving people with learning and physical disabilities, and Fife Centre for Equalities, who work with communities and partners to make Fife a fairer place to live, work and study. This workshop involved a street audit followed by a review of the designs in the Pitbauchlie House Hotel, (**Figure 5-4**).



Figure 5-4 EDI Workshop

A second EDI workshop was held online with [Seescape Fife Society for the Blind](#) to better understand the concept designs would impact those with visual impairments.

5.5 School and Nursery Engagement

- 5.5.1 Beanstalk Nursery children were asked to draw how they would like to travel to nursery as shown in **Figure 5-5** below.



Figure 5-5 Beanstalk Nursery Postcards from the Future

- 5.5.2 Currently, Beanstalk Nursery is in the process of developing a travel plan that promotes sustainable travel for children, parents, carers, and staff. Designs were discussed with staff members and their feedback was incorporated into the overall analysis of the engagement findings, (**Figure 5-6**).



Figure 5-6 Beanstalk Nursery Engagement with Children and Staff

5.5.3 A focus group was conducted with two teachers and four P7 house captains from Pitreavie Primary School.

5.6 Visualisations

5.6.1 Across all forms of engagement, visualisations of the proposed design were presented. The visualisations represented four sections of the route, as shown in the figures below.



Figure 5-7 Queensferry Road Junction Visualisation



Figure 5-8 Aberdour Road at Malcolm Street Visualisation



Figure 5-9 Aberdour Road at St Lawrence Street Visualisation



Figure 5-10 Aberdour Road at Orchard Lane Visualisation

6 Methodology for Analysis

- 6.1.1 All comments collected during all consultation activities were transcribed and collated into a MS Excel workbook as 'string data' to carry out a thematic analysis, (**Appendix C**).
- 6.1.2 A thematic analysis was carried out to analyse the patterns of themes in the dataset.
- 6.1.3 The analysis was conducted using a semantic approach, which identified themes based only on what was explicitly stated or written in the comments collected.
- 6.1.4 A summary of the codes was created to show a full count, to quantify how many times each concept was mentioned by consultees and ultimately highlight the patterns identified within the dataset.
- 6.1.5 Findings were grouped into eight themes as shown in **Figure 6-1** below.



Figure 6-1 Identified Themes

7 Consultation Findings

- 7.1.1 This section details the findings from the engagement programme.
- 7.1.2 The engagement team received 99 responses to the online survey and 3 responses via paper survey. In addition to the survey completed, the engagement team received comments via e-mail and collected people’s views during in person events. All comments from all engagement sources were pulled together and analysed. The comments from all forms of consultation totalled 194 as shown in the **Table 7-1** below.

Table 7-1 Number of Comments by Engagement Method

Engagement Method	Number of Comments
Online survey	99
Hard copy survey	3
Public events	64
Stakeholder events	13
Correspondence from email	15
Total comments	194

- 7.1.3 One limitation to anonymous surveys is that people could report the same comments via different media. This became evident when interrogating the dataset. It is therefore important to interpret the descriptive statistic reported below accordingly.

7.2 Demographics

- 7.2.1 As part of the survey exercise, respondents were asked optional demographic questions, to provide context to the responses and to show the diversity of people reached by the consultation programme. Across the survey responses, not all respondents answered all demographic questions. The data below is representative of those that answered each question.
- 7.2.2 Most respondents to the survey were Dunfermline or wider community residents (60%); 32% were residents on Aberdour Road and most attendees at both public events were also residents in the project area, (**Figure 7-1**). Respondents could select multiple answers to explain their relationship to the area.

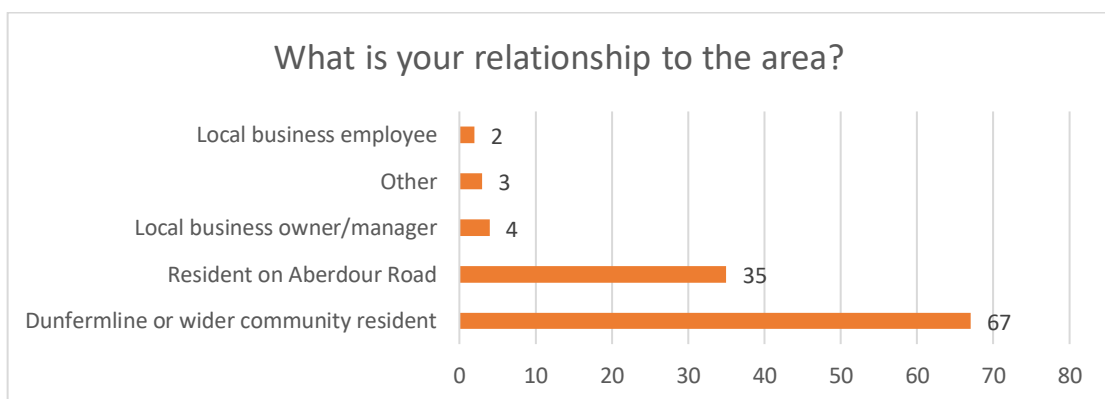


Figure 7-1 Participants' Relationship to the Area

7.2.3 Respondents were also asked the first five digits of their postcode to gain an understanding of proximity to the project area. Not all respondents to the survey provided a post code and of those that did, 43 were valid for analysis². **Figure 7-2** presents the findings of this from those that provided a valid post code answer.

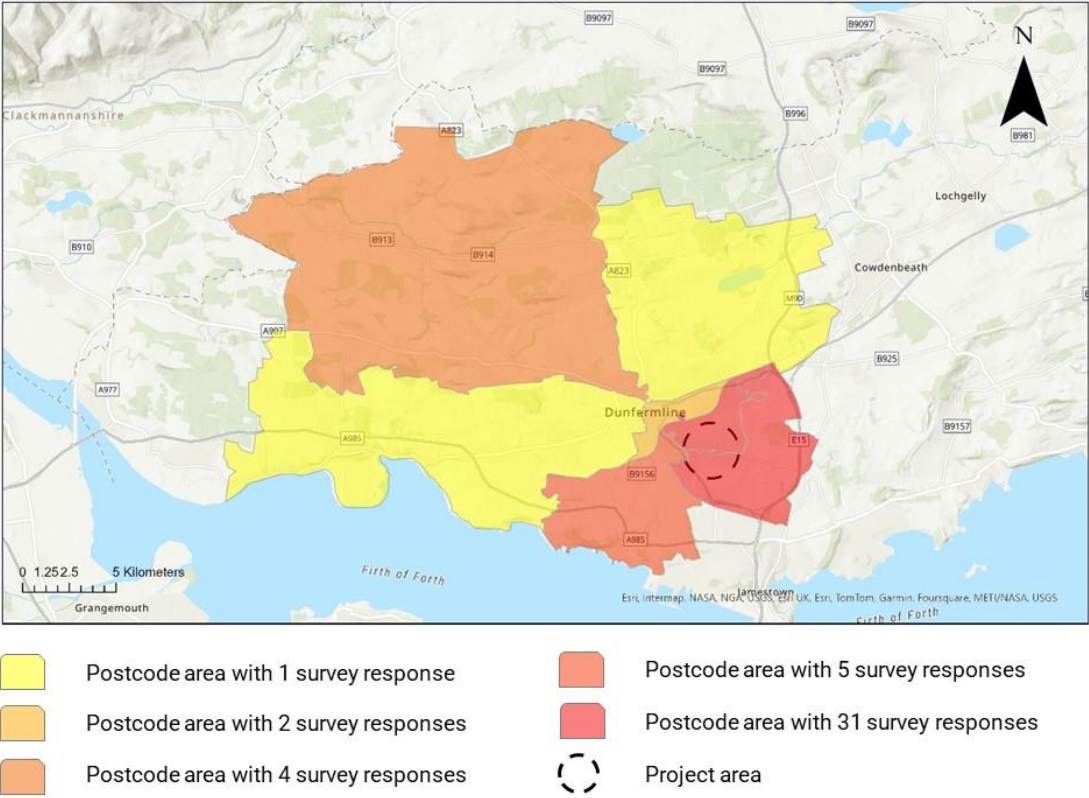


Figure 7-2 Postcode Map of Responses

7.2.4 Not all respondents to the demographic section answered all questions which explains the variation in response rates across the figures.

7.2.5 Some 53% of people fell between the ages of 45 to 64, whilst 1% fell between the ages of 17 and 24 (**Figure 7-3**). This may be considered under representative of age groups as 36% of the wider Dunfermline population are under the age of 29.

² Not everyone answered this to allow them to be included in the analysis and some respondents did not provide their post code, (as it was optional).

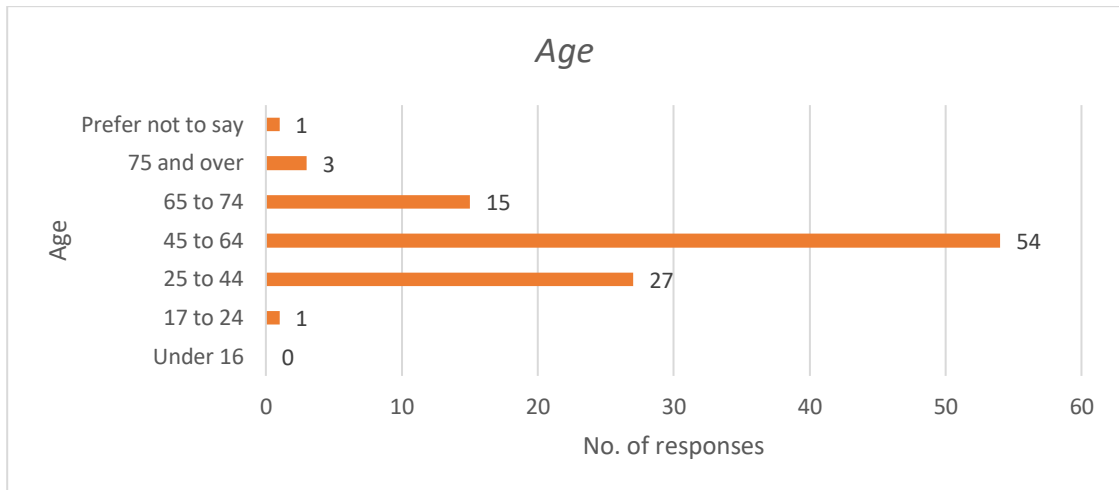


Figure 7-3 Age Demographics of Survey

7.2.6 Males made up 50% of the survey responses while females made up 41% (**Figure 7-4**).

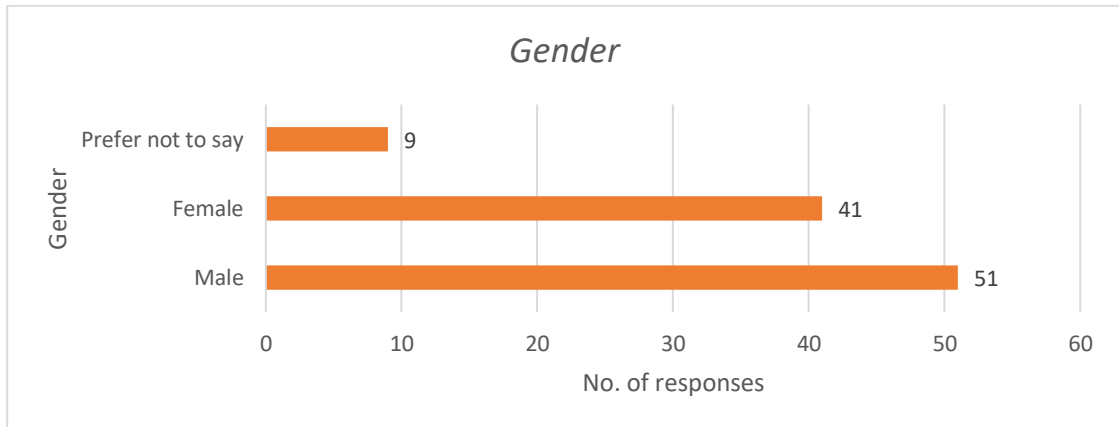


Figure 7-4 Gender Demographics of Survey

7.2.7 Of survey respondents, 57% did not have young children or were pregnant at the time of the survey.

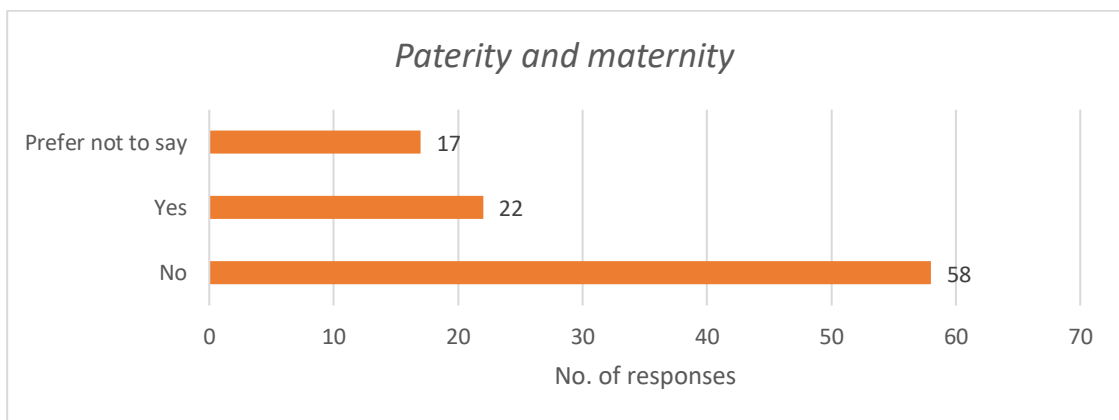


Figure 7-5 Maternity or Paternity Demographics of Survey

7.2.8 Out of the survey responses received, 15% considered themselves to have a disability. People could select one or more option to answer this question. The conditions identified and their frequency are displayed in **Figure 7-6**.

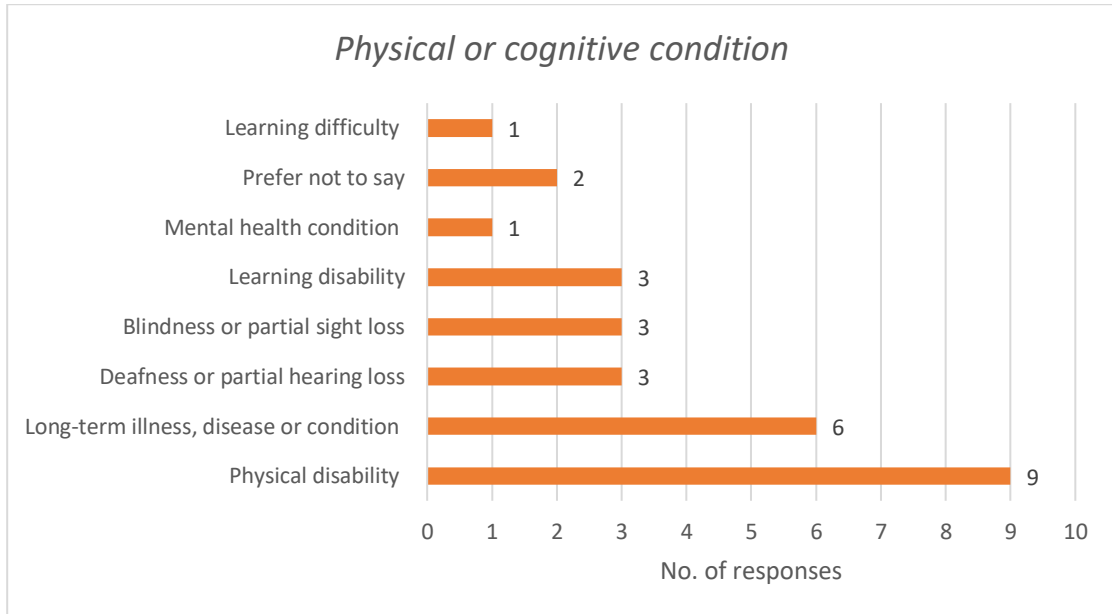


Figure 7-6 Survey Demographics by Physical or Cognitive Condition

7.3 General Findings

7.3.1 A thematic analysis of all comments shows that volumes of motorised traffic as well as safety were the main concerns. Comments were grouped by themes and themes were ranked in order of recurrence, as shown **Figure 7-7** below.

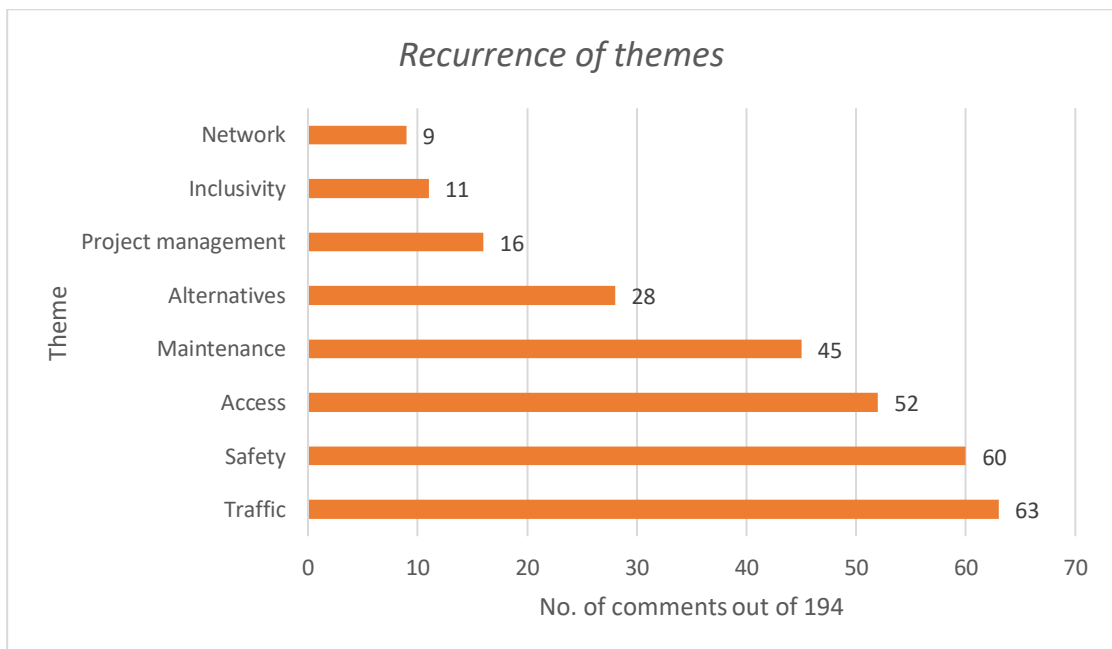


Figure 7-7 Themes Ranked by Recurrence

7.4 Traffic

- 7.4.1 Across all engagement exercises, respondents discussed the impact that the design may have on traffic in the project area. Specifically, the concerns over the proposal to remove the filter lane on approach to the Queensferry Road junction.
- 7.4.2 Of the 194 comments collected across all engagement media, 58 referred to traffic generally in the project area. **Figure 7-8** presents the key recurring comments regarding traffic from the engagement programme.

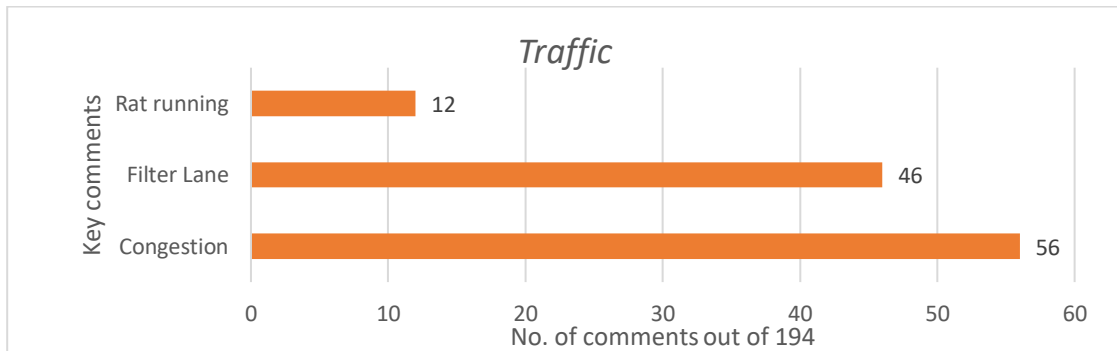


Figure 7-8 Traffic Comments

- 7.4.3 Some 56 comments expressed fear that the proposed design would contribute to worsening congestion in the project area and 46 people referred specifically to the removal of the filter lane, as they felt it would increase congestion in the project area. While some respondents explicitly supported the introduction of cycling infrastructure, they still expressed concern over the removal of the filter lane. Twelve respondents who discussed traffic stated that increased congestion on Aberdour Road would result in 'rat running' through the Pitcorthie estate.
- 7.4.4 **Figure 7-9** presents some comments collected regarding traffic across the engagement programme. These summarise the feelings of the comments received regarding traffic in the project area and the consequences on traffic resulting from the proposed design option.

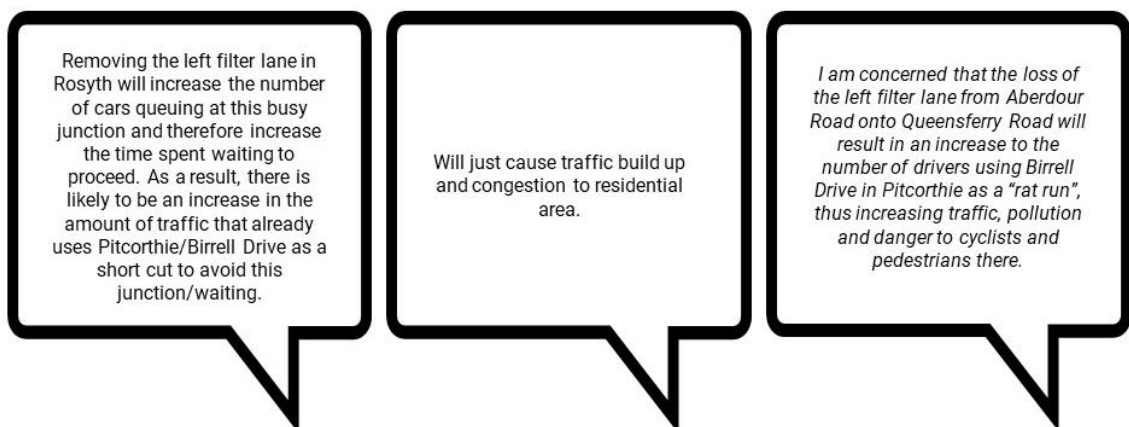


Figure 7-9 Sample of Comments Regarding Traffic

7.5 Safety

- 7.5.1 Of the 194 comments received, 60 referenced "safety". The safety of the proposed design was a key discussion point across all forms of consultation during the engagement programme and respondents expressed mixed views.

7.5.2 The key discussion point was the design of the cycling infrastructure and its interaction with the private driveways. People also expressed concerns about proposals for a parallel crossing, the proposed traffic management measures, and the number of HGVs and larger vehicles in the project area. **Figure 7-10** presents the recurrence of each comment under safety.

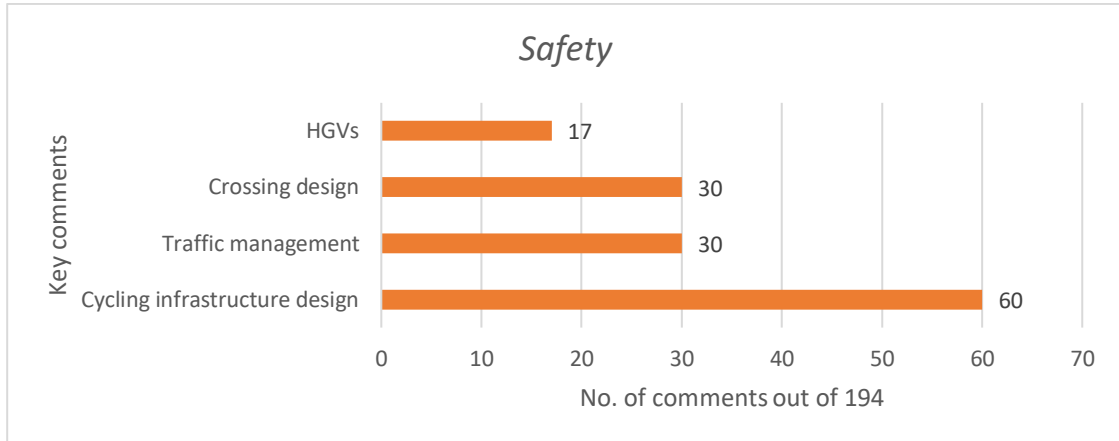


Figure 7-10 Safety Comments

- 7.5.3 Most comments were positive towards the proposal for an active travel crossing and suggesting that this would improve safety in the project area. However, sixteen comments expressed that the design was over-complicated and, for this reason, voiced concerns about the safety of the crossing.
- 7.5.4 Sixteen comments supported the proposed traffic calming measures to improve safety in the area and six respondents suggested that the speed limit in the project area be reduced to 20pmh.
- 7.5.5 Eight objections to traffic calming measures were generally based on the perception that speed cushions would cause damage to properties along the length of the route through the vibrations that occur, particularly if HGVs continue to use the route. The location of the speed cushions was also commented on as some respondents felt another set should be placed closer to Blacklaw Road.
- 7.5.6 HGVs and other large vehicles in the project area were a recurring concern for participants of the engagement, particularly those who reside in the project area. It was felt by those who commented that the reduction in carriageway width would create a safety hazard if these types of vehicles continue using the route.
- 7.5.7 The safety and design of the cycling infrastructure were also discussed, with respondents providing mixed views. Of the responses, 27 emphasised the importance of segregated cycling infrastructure whilst 28 respondents suggested the proposed infrastructure was unsafe. Some respondents referenced the safety of bidirectional cycle tracks, suggesting that the lanes did not seem wide enough and that bikes using high-powered lighting could be confusing to oncoming traffic.
- 7.5.8 Some respondents felt that the proposal of a diagonal crossing to connect to existing infrastructure on Hospital Hill was unsafe and might result in collisions.
- 7.5.9 Respondents commented on the safety implications of reallocating road space for the bidirectional cycle track. Some respondents commented that by moving the carriageway north to the edge of the tree pits, an existing buffer space for opening car doors of parked cars on the north footway would be removed.

7.5.10 Lighting was also referenced by some respondents who suggest that lighting in the area limits visibility at night.

7.5.11 **Figure 7-11** presents some of the comments collected regarding the safety of the proposed infrastructure.



Figure 7-11 Sample of Safety Comments

7.6 Access

7.6.1 Some 52 comments out of 194 referred to access to private driveways, access for deliveries and removals, and access to parking, (**Figure 7-12**).

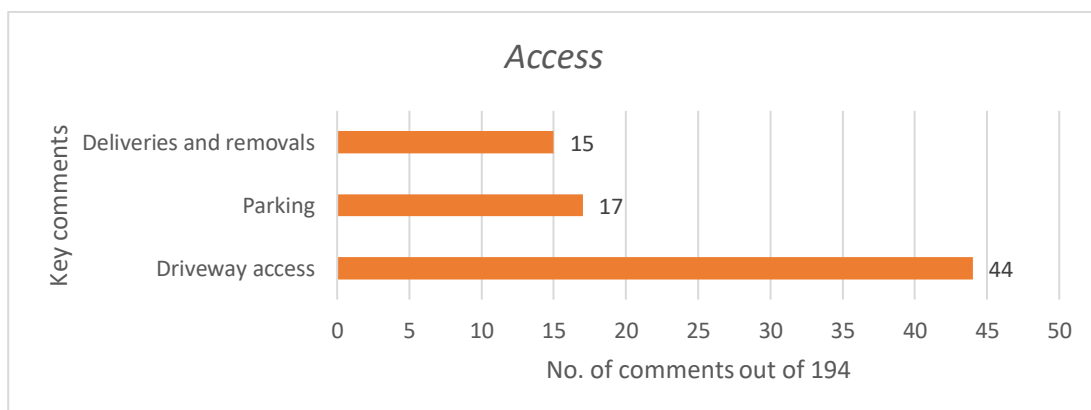


Figure 7-12 Access Comments

- 7.6.2 Respondents suggested multiple reasons why they felt the proposed cycling infrastructure would limit access to driveways and private property on the south side of Aberdour Road. One of the main reasons suggested was that due to the proposed removal of the filter lane, congestion would increase creating challenges to access to driveways. Participants stated that accessing private property on Aberdour Road is currently challenging due to increasing traffic in the area. Some participants felt that the introduction of a bidirectional cycle track introduces another challenge to navigate upon entering and exiting driveways, creating a hazard for all users.
- 7.6.3 Fifteen participants felt that introducing a bidirectional cycle track could create complications for deliveries to and removals from properties on the south side of Aberdour Road.
- 7.6.4 Seventeen participants also commented on parking within the project area. This was often in reference to parking on the north side of Aberdour Road but also referred to the prevention of parking on the proposed segregated cycle track. Some participants suggested that parking on the north side of Aberdour Road must be maintained, or vehicles will begin parking on the carriageway, causing further congestion, and exacerbating safety concerns.
- 7.6.5 **Figure 7-13** summaries the recurring comments with regards to access along the length of the route.



Figure 7-13 Sample of Comments about Access

7.7 Maintenance

- 7.7.1 The maintenance of the proposed infrastructure was a key concern for some respondents, as 54 out of 194 comments referred to maintenance within the project area.

- 7.7.2 Respondents questioned how the proposed infrastructure will be cleaned given the tree fallout. Some commented on the risks to those cycling on the infrastructure if tree leaves are not regularly removed and infrastructure is not maintained. Some respondents suggested that the footways also be resurfaced and maintained.
- 7.7.3 Several respondents commented on the impacts of the proposed design on drainage in the project area. This was a key topic of discussion at both in-person public events. Some respondents have commented that the project area is currently prone to flooding as a result of defective drainage due to debris from trees along the length of the route, (**Figure 7-14**).



Figure 7-14 Surface Water on Aberdour Road

- 7.7.4 Some respondents emphasised the importance of maintaining the trees along the length of the route as they felt they contribute positively to the aesthetic of the street. Conversely, a smaller number of respondents suggested removing trees on the north side of the street to accommodate a cycle track here. Some residents felt that trees are currently not appropriately maintained, and this will further reduce the safety of the proposed infrastructure as debris continues to fall on the road and footway.
- 7.7.5 The impact of the realignment of the road to the north of Aberdour Road on the trees was discussed by residents via email correspondence. Some respondents expressed that they felt if the tree roots were to be disturbed, this would create a risk of trees falling as recently occurred on Malcom Street, (**Figure 7-15**).



Figure 7-15 Fallen Tree on Malcolm Street

7.7.6 **Figure 7-16** presents a sample of comments regarding the maintenance of the project area.



Figure 7-16 Sample of Maintenance Comments

7.8 Communications

- 7.8.1 Fife Council has now exceeded the statutory engagement required through the engagement conducted with residents on the iterations of the design. However, residents of the project area expressed dissatisfaction with the process and project communication. Of 194 comments received, 16 explicitly referred to the management of the project, communications from the Council, and the process followed.
- 7.8.2 Of these 16 comments, some suggested the project be started again and the latest design option rejected.
- 7.8.3 Additionally, participants felt that implementing the Aberdour Road Active Travel Corridor in stages has resulted in a lack of community engagement. Some comments suggested that community engagement should have taken place before the infrastructure to the east of the project area was constructed, as residents of the west side of the project area were unaware of the implications of the completion of the project.
- 7.8.4 Some respondents had requested clearer justification for the intervention as they felt the number of cyclists currently in the project area did not justify the level of intervention.
- 7.8.5 Some respondents expressed they were not against active travel or the project in principle, however, they felt that the design should better consider local issues and residents' concerns.
- 7.8.6 **Figure 7-17** below provides some comments from across the engagement programme that reference the project management of the Aberdour Road Active Travel Corridor.



Figure 7-17 Sample of Comments about Project Communications and Processes

7.9 Alternative location and infrastructure

- 7.9.1 Of the 194 comments received, 28 suggested an alternative location for the cycle track or proposed alternative infrastructure.
- 7.9.2 Though over 500m away, several respondents suggested an alternative route that connects through Rex Park and is roughly parallel to the north of Aberdour Road. This was suggested as an off-road solution.
- 7.9.3 A one-way system was also suggested by some residents. However, the specific layout of this was not discussed.
- 7.9.4 **Figure 7-18** provides a breakdown of these suggestions.

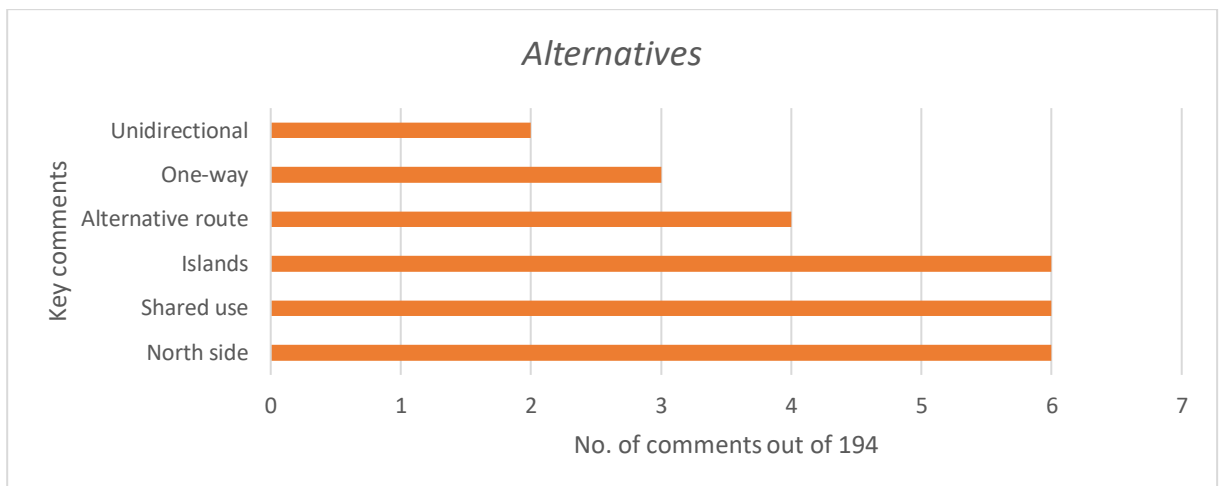


Figure 7-18 Alternative suggestions

7.9.5 **Figure 7-19** summarises some of the suggestions by participants.



Figure 7-19 Sample of Comments about Alternative Infrastructure and Location

7.10 Network

7.10.1 The wider active travel network of Dunfermline and the strategic nature of the Aberdour Road Active Travel Corridor were discussed by several participants.

7.10.2 Respondents wanted to confirm how the proposed infrastructure would connect with existing infrastructure. Some respondents also questioned the decision to select Aberdour Road as a strategic link in the active travel network.

7.10.3 Some respondents who supported the proposal emphasised the importance of ensuring safe connections to the wider network.



Figure 7-20 Sample of Network Comments

7.11 Inclusivity

- 7.11.1 The inclusivity of the design was discussed across all forms of engagement. This was the focus for the stakeholder workshops and street audit conducted with Fairway Fife, Seescape, a Fife representative for Scottish Autism, and Fife Centre for Equalities.
- 7.11.2 Several respondents suggested the design of the crossing and floating bus stop may not be safe for visually impaired users.
- 7.11.3 **Figure 7-21** summarises some of the comments received across the online survey and email correspondence regarding the inclusivity of the design.



Figure 7-21 Sample of Inclusivity Comments

Equality, diversity and inclusion workshops

- 7.11.4 The engagement programme included stakeholder workshops with Equality, Diversity, and Inclusion groups. This included a street audit with Fairway Fife and Fife Centre for Equalities, followed by a workshop in the Pitbauchlie House Hotel. An online workshop was also conducted with Seescape Fife and another with a local representative of Scottish Autism.
- 7.11.5 During the street audit, the most common comment was that the current footway surfaces are not suitable for those using wheelchairs, mobility aids or those with visual impairments. Respondents noted that they were uneven along the length of the route, with large obstructions due to tree route growth.
- 7.11.6 All attendees agreed that segregated space for all users and the introduction of a crossing is a positive intervention.
- 7.11.7 The Fife Centre for Equalities representative noted the hedges outside of the Pitbauchlie House Hotel overhung the footway, reducing the actual width of the footway. Additionally, for those using wheelchairs, the vegetation would be directly in their eyeline, and it could be a hazard for those with visual impairments.
- 7.11.8 Seescape suggested that the crossing should be an appropriate distance from the floating bus stop as this may confuse visually impaired users. They emphasised the importance of hearing for many visually impaired users, and if there is an idle bus at the stop, it may impede the ability to hear if cars have stopped or are approaching.

- 7.11.9 Additionally, more contrasting colours within the design would benefit visually impaired users, and the kerbing of the cycle track would need to be clearly marked to ensure the inclusive and accessible streetscape.
- 7.11.10 The Seescape representative also suggested that islands along the length of the route would be a positive intervention, if possible, as those with visual impairments only have to navigate crossing one traffic lane at a time.
- 7.11.11 Finally, Seescape suggested that the grass verge between the cycle track and footway and the gradient of the south of Aberdour road are positive features as it will be more apparent to those with visual impairments if they are walking towards the carriageway.

8 Conclusions

8.1 Final Reflections

- 8.1.1 The aim of this consultation exercise was to evidence all views from all those who use the area. This is particularly important to deliberate a solution for the common good.
- 8.1.2 This engagement exercise delivered a series of independent consultation events and provides an independent analysis of views collected from potential users of the proposed infrastructure.
- 8.1.3 Users include local residents, people who transit through the area, commuters, pupils of local educational establishments, people who work in the area, users of local services or visitors.
- 8.1.4 The insight gained through consultation emphasises a variety of different users. Each user has specific characteristics and sometimes competing needs. Views were generally polarised, with those advocating for a revision of the design, more space for private motorised vehicles and those advocating for a segregated and safer space for walking, wheeling, and cycling. The workshops were instrumental in better understanding stakeholders' views and local issues.
- 8.1.5 The descriptive statistics in this report show a quantitative summary of comments collected and provide insight into the demographics of people engaged. This is important to contextualise the findings.
- 8.1.6 To develop a concept that will benefit the entire community, it is crucial that each single view is considered equitably.
- 8.1.7 This equality, diversion and inclusion approach helps to deliberate on a solution that aspires to achieve the common good.
- 8.1.8 Whilst some respondents expressed several concerns related to the designs, most people stated no objection to the principle of promoting active travel.
- 8.1.9 One of the key aspects of the engagement carried out is the level of participation to EDI workshops. A deep understanding of barriers to inclusion in the area can generate solutions that would better work for all on the documented assumption that if a public space is designed around the needs of most vulnerable users, infrastructure would work better for all.
- 8.1.10 A summary of the views identified that should be further considered in equal measure in future drawings are shown in **Figure 8-1** below.



Figure 8-1 Identified Views

8.1.11 Considering all identified views equitably would deliver more diverse and inclusive places for all.

Appendix A Policy Overview

Policy	Target
Transport	
Local Transport Strategy for Fife Fife Council (LTS) (2023-2033)	Vision: Fife’s transport system supports our communities with affordable, seamless and sustainable access to all aspects of our daily lives. The vision is supported by the following four priorities: Fair access to daily activities. Safe and secure travel for all. A just transition to net zero. A resilient transport network. The LTS sets a target to increase the proportion of trips that are walked, cycled or wheeled to 30% (from a baseline of 23% in 2019).
Transport Scotland Active Travel Framework	Increase the number of people choosing walking, cycling and wheeling in Scotland. High quality walking, cycling and wheeling infrastructure is available to all. Walking, cycling and wheeling is safer for all. Delivery of walking, cycling and wheeling is promoted and supported by a broad range of partners. Walking, cycling and wheeling is available to all.
Health and Wellbeing	
A more Active Scotland: Scotland’s Physical Activity Delivery Plan (2018-)	Encourage and enable the inactive to be more active. Encourage and enable the active to stay active throughout life. Improve our active infrastructure.
Let’s get Scotland Walking –The National Walking Strategy (2014-)	Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being. Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone. Enable easy, convenient, and safe independent mobility for everyone.
Climate	
Update to the Climate Change Plan (2018-2032)	Net zero emission target by 2045. More walking, wheeling, cycling, public transport and shared transport options. Reduce reliance on cars in Scotland to reduce emissions but where people do use private cars, these will predominantly be electric and be in rural settings where public transport is less accessible. Reduce car kilometres by 20% by 2030.
Designing places	
Creating Places (2013)	The six qualities of successful places are set out as: distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient.
Designing Streets (2010)	Streets should be safe and pleasant, easy to move around, welcoming, adaptable and resource efficient. The street user hierarchy should consider pedestrians first and private motor vehicles last. Streets should be designed as places first, considering place before movement.

Appendix B Communications and Engagement Plan

B.1 Project Lead

Project lead organisation, project title and reference
Fife Council, Aberdour Road Active Travel Corridor, STANTEC project 332611069

B.2 Project Background

Project background
Background of this project to give context to the following community engagement plan. Include previous relevant engagement outcomes.
The east section of Aberdour Road benefits from an off-carriageway shared pedestrian and cyclist infrastructure between the B981 at Fordell Firs to the south of Blacklaw Road. The final phase of the Aberdour Road Active Travel Corridor aims to continue provision for pedestrians and cyclists to the west, along the remainder of Aberdour Road connecting to Hospital Hill and Queensferry Road.
Through this project, Fife Council seeks to: Improve connections to the wider active travel network across Dunfermline and beyond. Make it easier to walk, wheel or cycle for shorter, everyday journeys. Engage with the community to deliver a solution that considers local needs.
Before the project's final phase was constructed, Fife Council received feedback from local residents on proposed concept designs. Following consultation with the local community in March last year, the design option has been revised to consider local feedback.
Fife Council Roads and Transportation then appointed Stantec to coordinate the engagement with the mandate for further community engagement exercise, with an additional layout option, derived from a form request presented by the City of Dunfermline Area Committee at the October 2023 meeting. The final design option developed in conversation with the community will aim to encourage and enable the public to choose active and sustainable travel options more often.

B.3 Project Stage

Project stage and status
Promotion of traffic regulation order (additional non-statutory public engagement)

B.4 Engagement Objectives

Engagement objectives
Objectives of your community engagement.

Community engagement objectives:

- Reach a diverse cross-section of stakeholders, using a variety of methods to help reach audiences that are seldomly heard.
- Identify and feedback on the key issues, the challenges we can address through this project and areas of consensus or conflict.
- Identify issues and concerns, to help design engineers identify mitigation measures, solutions and improvements to the scheme.
- Keep people informed about how the information gathered through the engagement is being used, and how they can continue to be involved.

B.5 Engagement Plan of Activity

B.5.1 **Objective** – Identify and feedback on the key issues, the challenges we can address through this project and areas of consensus or conflict.

<u>Who</u>	<u>Why</u>	<u>What</u>	<u>When</u>	<u>How</u>	<u>Lead</u>	<u>Resources/costs</u>
(which of your stakeholders will you be engaging with, be specific)	(why do you want to engage with them, what input are you expecting them to provide)	(what type of activity will you do to engage with them*) *this may vary depending on the stage	(how often will you engage with this group? This may depend on the influence the group has on shaping the project, refer to your stakeholder document for guidance.)	(how do you intend to invite and communicate with this audience to partake in the community engagement activities? This may help your Communications Plan which would also state the messages used.)	(who is leading on this activity. Please state all involved and how with contact details provided)	(what is required and associated costs)
Fife Centre for Equalities Disabilities Fife/Access Panel Seescape	Gain insight on barriers people affected by disabilities face in navigating	Street walkover audit, visiting Pitbauchlie hotel after for tea/coffee to discuss findings from walkover.	15/02/2024 Time TBC	Email invite with info pack and link to on-line material, as well as phone calls.	E.McWilliams, project contact, , eve.mcwilliams@stantec.com	A3/A0 Maps, visualisations, concept designs, hard copy surveys, demographics survey and counts of attendees.

<u>Who</u>	<u>Why</u>	<u>What</u>	<u>When</u>	<u>How</u>	<u>Lead</u>	<u>Resources/costs</u>
(which of your stakeholders will you be engaging with, be specific)	(why do you want to engage with them, what input are you expecting them to provide)	(what type of activity will you do to engage with them*) *this may vary depending on the stage	(how often will you engage with this group? This may depend on the influence the group has on shaping the project, refer to your stakeholder document for guidance.)	(how do you intend to invite and communicate with this audience to partake in the community engagement activities? This may help your Communications Plan which would also state the messages used.)	(who is leading on this activity. Please state all involved and how with contact details provided)	(what is required and associated costs)
Disability Sport West Fife, Enable Scotland (Fife), Scottish Autism, Seal Dunfermline	the existing space.					
South Dunfermline Community Council Central Dunfermline Community Council Abbeyview Community Council	Determine level of political support and gather feedback on present project designs.	Community Council Representatives & Local ward members workshop via MS teams.	14/02/2024 Time TBC	Email invite	E.McWilliams, project contact, eve.mcwilliams@stantec.com	Power point presentation of project background, concept design and visualisation

Who	Why	What	When	How	Lead	Resources/costs
(which of your stakeholders will you be engaging with, be specific)	(why do you want to engage with them, what input are you expecting them to provide)	(what type of activity will you do to engage with them*) *this may vary depending on the stage	(how often will you engage with this group? This may depend on the influence the group has on shaping the project, refer to your stakeholder document for guidance.)	(how do you intend to invite and communicate with this audience to partake in the community engagement activities? This may help your Communications Plan which would also state the messages used.)	(who is leading on this activity. Please state all involved and how with contact details provided)	(what is required and associated costs)
Dunfermline South Councillors						
Wider public and local community	Determine, feedback on latest design and travel behaviour	Public drop-in event in Dell Farquharson Community Centre and evening on-street event on south side of Aberdour Road	17/02/2024 for Dell Farquharson Community Centre (11am-2pm) and 29 th Feb for on-street event under Gazebo (4pm - 7pm).	Press advert Radio Advert Social media Leaflet drop Posters	E.McWilliams, project contact, eve.mcwilliams@stantec.com	A0 engagement boards, maps, hard copy surveys, demographic survey and counts of attendees.
Wider public	Determine feedback on latest design and travel behaviour	General public invited to complete online survey and provide feedback via email, phone etc.	14/02/2024-13/04/2024 hosted in Story Map online	Press advert Radio Advert Social media Leaflet drop Posters	E.McWilliams, project contact, eve.mcwilliams@stantec.com	Story map including project survey and demographic survey.

Feedback

Please detail how you will provide engagement feedback and progress updates to the communities who provided input.

The online story map will be updated regularly and stakeholders who provide contact details will be updated via email.

Appendix C Community Consultation Comments

ID	Engagement	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:
1	Online Survey	I see no point in wasting money on this proposal due to the few cyclists who use Aberdour Road. It will just cause traffic congestion.	Complete waste of money	Zebra crossing is a positive but location is a bit too close to St Lawrence Street	Another complete waste of money. For the low amount of cyclists who use Aberdour Road this is a ridiculous proposal.
2	Online Survey	Has universal design been taken into consideration? Will there be demarcation for blind people.	0	0	0
3	Online Survey	I think a cycle lane is a fantastic idea as long as it doesn't have an impact on traffic on the road - people should be able to make a decision for what their desired transport method is	I feel with the width of this road already this is a great idea	I don't know what the white jagged lines mean for cars	Looks good
4	Online Survey	I like the fact that the cyclists are separated from the pedestrians but is the road wide enough?	As previous.	Looks complicated but probably not. Why is there a cyclist on the pavement on the right hand side?	As first comment.
5	Online Survey	Protections would be required in terms of traffic light timings and signage to protect cyclists from traffic turning right into Aberdour Road. The current cycle route runs to Malcolm Street and consideration should be given to enabling safe access to this from the Aberdour Road cycle route.	Design should encourage motorists exiting driveways onto the road to avoid blocking the cycle route while waiting for space in traffic to exit.	0	0
6	Online Survey	Looks good to me	Yes that looks good too as you have segregated the cycling path	Not really keen on two way cycling on one side of the road, but it's better than what we have	looks ok

ID	Engagement	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:
7	Online Survey	Looks good but the cycle track should connect with the facilities on queensferry road as well as hospital hill.	This looks good to me. The pavement on the north side should be resurfaced.	This feels over complicated. I would suggest one shared crossing for pedestrians and cyclists. Feels like there won't be enough cyclist flow to justify a separate crossing. The crossing also shouldn't be so close to the bus stop, feels like there may be a lot going on in a concentrated area.	This looks good. Will there be tactile paving for difference in cycle track and pedestrian pavement?
8	Online Survey	This looks like it will narrow the road and cause accidents/congestion at a busy junction.	For the person to get out of their driveway safely they will need to cross the cycle path before joining the road, so will either block the cycleway or join the road unsafely. This is a poor design which is unfair to residents.	This again narrows the road and will have an adverse impact on residents. There is already an existing cycle lane and adequate pavements for walking	Having a kerb is unnecessary, simply put up thin bollards between the road and the cycle lane if necessary
9	Online Survey	Are you taking space from the pavement on the right of the photo? There are an awful lot of cars parked there on a regular basis!	So are you getting rid of the grassy verges on the side of the road?	Parking disappearing again	0
10	Online Survey	The two way cycle path looks very narrow when two bikes are coming in opposite directions. I'm worried I may crash, or more likely, have to stop or swerve to the side to allow another cyclist to pass.	The traffic calming measures are very welcome. I am concerned with the amount of larger lorry's that use	This looks VERY confusing to me, both as a cyclist and a road user.	It looks like the kerb on the north side is being raised. Will this mean there is no parking

ID	Engagement	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:
			the road. How will the raised sections stand up to this heavy use?	There's a lot happening and I fear it will be difficult to have an eye on what's happening.	allowed on this side of the street? This will have a big impact on residents as there is rarely a space - there is always lots of cars and vans parked on these spaces.
11	Online Survey	There are many driveways crossing the cycle lanes which will cause danger to cyclists and inconvenience to householders entering and leaving their driveways. The trees between the footpath and cycle lanes create a significant visual obstruction as do the plants in many front gardens along this stretch of Aberdour Road. The kerbs and signposts on the kerbs will also make kerbside deliveries either impossible or dangerous to other road users. In my opinion a much better design would be to place the cycle lanes down the centre of the road.	There are many driveways crossing the cycle lanes which will cause danger to cyclists and inconvenience to householders entering and leaving their driveways. The trees between the footpath and cycle lanes create a significant visual obstruction as do the plants in many front gardens along this stretch of Aberdour Road. The kerbs and signposts on the kerbs will also make kerbside deliveries either impossible or dangerous to other road users. In my opinion a much better design would be to place the cycle lanes down the centre of the road.	There are many driveways crossing the cycle lanes which will cause danger to cyclists and inconvenience to householders entering and leaving their driveways. The trees between the footpath and cycle lanes create a significant visual obstruction as do the plants in many front gardens along this stretch of Aberdour Road. The kerbs and signposts on the kerbs will also make kerbside deliveries either impossible or dangerous to other road users.	There are fewer driveways in this section due to the Pitbauchlie Hotel so fewer safety risks for cyclists but they are still significant. In my opinion a much better design would be to place the cycle lanes down the centre of the road.

ID	Engagement	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:	Please provide your design comments regarding this section of the route below:
				In my opinion a much better design would be to place the cycle lanes down the centre of the road.	
12	Online Survey	This will mean the lose of the filter lane for traffic turning left onto Queensferry Road	Is there still to be parking on the north side of the road? What about the significant crown currently in the middle of the road - than would mean westbound traffic would straddle the crown.	The proposal does not seem to take into account the significant difference in height of the pavement to the road - with the new cycle lane cutting into the current verge don't see how the difference in height will be accommodated.	0
13	Online Survey	Visually unappealing and cramped. The important (ecologically and aesthetically) trees that line the road risk being compromised by a useless cycle path.	Hideous.	Too busy, visually confusing, pointless.	Ugh.
14	Online Survey	Very concerned about removal of the left turn filter lane, There are regularly queues of cars at these lights throughout the day. The queue sometimes goes back to the St Lawrence Street junction. If the filter lane is removed, less cars will get through each green light and more cars are likely to run the red light. Queues will build up more often which causes a hazard for residents trying to drive in or out. There is particular danger if reversing out of drives on the south side, wanting to drive east. If	Happy to see the speed cushions, any speed reduction measure is good news. The bollard design looks better than expected but there should be the absolute minimum of bollards used. The drains have disappeared and this needs clarified. How will the council clean the drains on south side following construction of the kerbing and	Although it is not an enhancement to the look of the street, the crossing will allow safer crossing of the road and is another speed reduction measure. The grass verge has	Again, it is important to have the least number of bollards possible in order to minimise the detrimental visual effect of the cycle path on this section of Aberdour Road. Again it is important for safety reasons that the

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		<p>the queue of west facing cars leave space for you to reverse out, you cannot see traffic on the other side of the road, travelling from west to east, extremely dangerous. If the cars in the queue don't leave a space for you, you wait for ages to get out. At present I reverse up my drive and exit my drive facing frontwards. This will not be possible with the 2 way cycle lane unless you give us enough room at the end of our drive to pull in beside kerb before reversing up.</p>	<p>bollards? There are existing problems with drainage and at times flooding, this must not be aggravated. The 2 way cycle path will be 2 metres wide. Is this safe? Single cycle tracks are usually 1.5 metres wide. Another safety worry is if the carriageway of road is reduced. Heavy good vehicles and buses travel this route every day. The combination of reduced carriageway and queuing vehicles is of concern.</p>	<p>disappeared in this photograph (and the drains). If it is necessary to dig into the existing pavement, care must be taken not to damage the tree roots. Safety issues with the floating bus stop and waiting passengers standing in cycle lane or stepping onto it inadvertently.</p>	<p>carriageway of the actual road is not reduced. Disappointingly this design is simply a resubmission of Plan 3 apart from including speed cushions and a zebra crossing. It has not fully resolved the list of concerns and safety issues raised at the end of last year. I am still very worried about a 2 way cycle track on the south side of the street. It does not feel safe. In my opinion the existing set up should remain (single cycle track on each side) or Plan 2 be revisited. Alternatively start again from the beginning taking into account the input and concerns of the residents of the street. This should not be rushed through and the existing deadline needs to be extended.</p>
15	Online Survey	0	0	This causes me some concerns. I have frequent	0

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				<p>nurses, doctors and health visitors. My drive is steep and low cars/cars with spoilers cannot come up my drive without causing damage to their car. This is totally unacceptable as I am housebound and depend on personal care Where are they meant to park whilst carrying out their duties. Also, I have a front hedge and foliage in my garden which would restrict the view for anyone coming out my drive. I feel that the plans should be reviewed and re-sent to all residents Regards Annette Henderson No. 39</p>	
16	Online Survey	Only option due to slope on south side of Aberdour Road (along with number of trees)	Looks OK although I'm never convinced that speed "cushions" are always needed	Looks good, helps pedestrians too	Looks OK

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17	Online Survey	<p>Removing the left-hand filter from the junction would suggest that the queue of traffic at the traffic lights would increase significantly. Before long, however, I'd expect drivers familiar with the area, and looking to head south on Queensferry Road, to turn left on to Glen Nevis Drive and join Queensferry Road from Laburnum Road. This may ease the volume of traffic on the road in the project area to some extent (but divert traffic to another residential area).</p> <p>With the large trees along this stretch restricting light, I can understand residents' safety concerns - especially after dark - with crossing a pavement, a bi-directional cycle path and potentially a lane of traffic when joining the road from their driveway. There seems to be a particular need for good lighting and good signage, too, to warn cyclists of cars potentially crossing their path and to clearly indicate who has priority.</p>	<p>I believe that the current cycle lanes on Aberdour Road are under-utilised due to the lack of segregation from traffic and their poor condition - the surface is not level especially where there are road drains and gutters. Assuming that the cross slope of the road continues to move water to a side with cycle paths, the drainage system will need to ensure a level surface, avoid water accumulating and flooding the cycle paths, and be well maintained particularly in Autumn when there is a risk of coverage from leaves.</p> <p>I keenly support improvements to active travel infrastructure and moves to reduce car travel but the Council should seek to work with local residents and ensure that the developments meet their needs and improve the local area (e.g. through lower volumes of traffic). Perhaps consideration could be given to providing bicycle storage units for residents and to improving facilities at, e.g., the Tesco Express, to make it more convenient for residents to travel by bike.</p>	<p>I think the design represents a good use of the space and considers the needs of cyclists, pedestrians and motorists. I would like to see some facilities provided for those waiting at the floating bus stop - a bus shelter of some kind and perhaps an electronic sign showing upcoming services. Also, consideration may be given to the length of the bus stop (would it accommodate two buses?) to prevent buses having to wait on the road to drop off/pick up passengers and holding up traffic behind them. Would there also be any means to give buses stopped in the lay-by priority to rejoin the carriageway?</p>	<p>Where the cycle path joins the footpath, I think there is a need for clear signage and markings to indicate which areas are intended for cyclists and which for pedestrians. Also, where the cycle paths cross side streets, there is a need for clear signage to indicate who has priority - the Highway Code suggests that cyclists and pedestrians waiting to cross have priority but this is rarely observed or understood by motorists.</p> <p>This is a major project with a very worthwhile aim to increase active travel and create a more comprehensive active travel network. Significant change will inevitably attract concern from those living nearby - where possible, it would be good to see new measures and</p>

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				In regard to drainage, there does not appear to be much to absorb rainwater - could some further green areas (raingardens?) alongside the road be considered as a means of absorbing water and improving the area visually?	infrastructure introduced in a way that allows for adaptation should there be unforeseen consequences. Better communication with those living in the project area is also vital to ensure the new infrastructure can be co-designed and community buy-in can be secured.
18	Online Survey	0	0	0	Additional speed bumps nearer the roundabout to reduce spending across the roundabout.
19	Online Survey	There are driveways along side both sides of the street so no one goes along that street at speed and most drivers slow down for people to access their drives. We have barriers or extended paths that come out on the road that have bollards on them to start with then not replaced when damaged. 6 year been waiting on one being repaired/ replaced. These barriers stop you pulling over to allow emergency servers from passing.	There are two cycle lanes one north side and one south side of the street. This gives ample room for cycles to be given plenty room to be over taken. Extra room if parent is cycling with young children going or coming from school also plenty room for emergency vehicles to pass.	The road has never been that busy that a pedestrian crossing has been needed. Except at the main road end of Aberdour Road and along the road beside the schools, nursery and tesco's shop.	I can't tell by the images but getting off a bus into a cycle lane causes accidents.
20	Online Survey	Money. For this project would be better used to rid the roads of pot holes. When snow is heavy the	0	.Miney better spent on pot holes buses	Money. For this project would be better used to

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		barriers will be hidden and could be a danger to both cyclists and motorists. Buses dropping off will put people at danger of being hit by cyclists		dropping off will put people in danger of being hit by by circles. Snow in winter can hide the barriers which would be a danger to both cycles and motorists	rid the roads of pot holes. When snow is heavy the barriers will be hidden and could be a danger to both cyclists and motorists. Buses dropping off will put people at danger of being hit by cyclists
21	Online Survey	To busy and complicated at the queensferry/aberdour road interface. Particularly the long cross to join the opposite cycleway. Busy pedestrian crossing anyway and adding 2 way cycle traffic makes in harder for pedestrians	2 way cycle lane across driveways is unnecessary as cycle lane in place either side of road anyway. Removal of grass and replacement with concrete worse for drainage	Busy and unnecessary. Classic street scene visually assaulted by a multitude of lines, creation of pinch points on pavement and dangerous bus stop. Crossing a good idea. Repaint existing cycle way and put barrier poles between.	Meh
22	Online Survey	Excellent - this is how a cycle path should be, separate area which allows gives safety first and foremost to pedestrians. It provides a safer route for cyclists and scooters but would suggest a speed limit should apply. In my opinion the whole of Aberdour road should have been done in this way giving all users a degree of safer passage	Excellent - this is how a cycle path should be, separate area which allows gives safety first and foremost to pedestrians. It provides a safer route for cyclists and scooters but would suggest a speed limit should apply. In my opinion the whole of Aberdour road should have been done in this way giving all users a degree of safer passage	Where is provision for the bus stop?	Excellent - this is how a cycle path should be, separate area which allows gives safety first and foremost to pedestrians. It provides a safer route for cyclists and scooters but would suggest a speed limit should apply. In my

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					opinion the whole of Aberdour road should have been done in this way giving all users a degree of safer passage
23	Online Survey	Separate traffic lights for cyclists crossing over Queensferry Road. How do you grit and sweep these lanes. Looking at similar cycle lanes in Edinburgh they are covered in debris and untreated in the winter so cyclist will use the road for safety.	Why was this concept not the same for the new pavement at Tesco's? As a road cyclist I would use the road instead of a path on the pavement because I would have to stop at every junction and pedestrians tend to walk in cycle lanes and visa versa. This is a regular occurrence on the Forth Road Bridge. It is an easy option to draw a line on a footpath and make into a foot/cycle path.	Directional arrows on cycle path.	Why do cyclists not have the same right of way at road junctions as road traffic does? Cyclists have to give way to vehicles from side streets & Hotels. Vehicles have the right to block the cycle lanes. If you stop start cyclists the majority will use the road especially if a car is blocking the way. In my opinion Denmark has a fantastic cycling infrastructure which is tried and tested and well used. Cyclists have the same rights of way as road traffic.
24	Online Survey	This will make road unnecessarily narrow. Many cyclists use road as normal even after cycle lanes in. Would not feel safe letting children use it as too close to road.	Has a survey been done on how many potential cyclists will use this? Better to level out pavements here which are broken and lumpy.	Will just cause traffic build up and congestion to residential area.	0
25	Online Survey	Ridiculous. Have you monitored the number of cyclists versus cars. Same with new pavement in	Not enough cyclists to justify this but lots of cars	Too complex for cars. Someone may get hurt.	Not enough cyclists to justify changes. Fill in the potholes

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		Aberdour Road. I'm in the road often and rarely seen a cyclist		Cyclists or pedestrians	
26	Online Survey	0	A disaster waiting to happen. Removing a traffic lane to accommodate cyclists will cause congestion and be a hotspot for accidents.	Ridiculously complex and unnecessary road layout	Totally unnecessary cycle lane
27	Online Survey	0	0	0	The removal of a second lane for cars at the junction will cause more traffic on what is a main road connecting pitcorthie to the town
28	Online Survey	0	Do not agree	Do not agree	Do not agree
29	Online Survey	Really don't think the road wide enough to have this layout on current road. And would hate to see the trees being touched to make room.	Really don't think the road wide enough to have this layout on current road. And would hate to see the trees being touched to make room.	Really don't think the road wide enough to have this layout on current road. And would hate to see the trees being touched to make room. Road not even that busy to spend money money on a crossing. Please fix potholes first before changing road layouts. Far too many potholes and poor surfaces not	Really don't think the road wide enough to have this layout on current road. And would hate to see the trees being touched to make room.

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				just on roads but footpaths also	
30	Online Survey	This area and junction is a very busy area with buses and Lorry's and also cars this cycle path will be taking up a good part of the road and making it tighter for Buses and Lorry's which could cause issues with area for larger vehicles turning.	This is taking up a large portion of the road this is a busy road and could cause issues with larger vehicle passing each other,	St Lawrence Street exit and entrance is very tight and has already a challenge with the trees that prevent clear veiwing to access Aberdour Road a Zebra pedestrian crossing would make it even more dangerous .	The Roots from the trees have made bumps and broken up the pavements making them a trip hazard, if you take the cycle path up to the pits that surround the bottom of the trees the roots will keep growing and may cause bumps and cracks to appear through time.
31	Online Survey	0	0	0	The pavement on the north side is already wide enough to allow cyclists and pedestrians
32	Online Survey	Not Suitable should not be allowed to go ahead no consideration for the residents going in and out their drives could cause accidents.	Not a safe idea especially with residents drives on both sides.	This is not suitable the design is wrong especially at the junction of the lights at Aberdour Road into Queensferry Road. This will mean traffic with use the road through the Pitcorthie Estate onto Laburnam Road where there is a school gate	0

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				and parents cars are parked. This will cause an unsafe situation for the children coming out of school.	
33	Online Survey	<p>I have concerns about the diagonal crossing. I think pedestrians would use this and may not make the crossing before the lights change. I fear this is an accident waiting to happen.</p> <p>The removing of the filter lane is a huge concern for me. This will cause the traffic to build up along Aberdour road, and especially during peak times when the queue already reaches beyond my house. This would make it more difficult for residents to leave their drives as well. Cars idling outside homes is also never a nice sound or smell.</p> <p>I am sure in an initial drawing, there was a plan to remove the right filter lane for cars coming up Queensferry road (from Dunfermline town centre). That meant the widening of the centre crossing area, I am guessing this has been discarded?</p>	<p>Bidirectional cycle lane feels a bit squashed and a bit dangerous with bikes travelling in both directions, especially when residents are reversing out of their drives.</p> <p>The slowing of the traffic, with the cushions is a VERY welcome addition and is a must regardless of the final plans.</p> <p>I know this is not the place for this comment but I can't see a better one. The communication around this whole project has been really poor, right from the very start. But, the two people from Stantec that I spoke to in the DellF building were superb. Very approachable, knowledgeable and clearly professionals! Hats off to both of them.</p>	<p>This looks very confusing to me as a driver. There is a lot a lines going in lots of different directions.</p> <p>I also worry for pedestrians needing to navigate bidirectional cycle lane and then traffic as well with what looks like very little space to stand in between. I have a very young family and I'm concerned there doesn't look like there is enough room for me to safely stand whilst pushing a pram.</p>	<p>Does this cycle path 'need' be on Aberdour road? Could it not go somewhere else that would be safer for cyclist and as they would be away from one of the busiest roads in Dunfermline.</p> <p>Also, would it not be a better idea to upgrade the infrastructure that is already on Aberdour road? Put in speed cushions, perhaps a crossing or islands dotted along the road to help with pedestrians crossing and also to slow traffic. And upgrade the existing cycle path. It would certainly cause a lot less upheaval and achieve similar, if not better results.</p>

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34	Online Survey	<p>An absolute and unmitigated shambles of an idea which will cause extensive traffic chaos along Aberdour road given the left filter being mothballed and all vehicles moving to one lane. It is bad enough as it is currently at peak times during the school start and finish times.</p> <p>In my 30 years living in this area I have never encountered a cyclist needing this extra room.</p> <p>Completely unnecessary and a total Waste of time.</p>	<p>A complete and utter waste of time and money. There is a path on the side for pedestrians and a cycle lane already constructed on the road.</p>	<p>The road is wide enough and long enough with good open views in both directions and as such there is no requirement for this.</p>	<p>Completely unnecessary shambles. A turn to the woke lefty agenda</p>
35	Online Survey	<p>I am concerned that the loss of the left filter lane from Aberdour Road onto Queensferry Road will result in an increase to the number of drivers using Birrell Drive in Pitcorthie as a "rat run", thus increasing traffic, pollution and danger to cyclists and pedestrians there.</p>	<p>Neither the cycle path nor the roadway look wide enough. There is a danger of traffic on the roadway and cyclists on the cycle lane swerving as a result of gusty winds or to avoid an accident (eg. with cars, pedestrians, vehicles entering or leaving driveways etc), and hitting vehicles / cyclists head on or colliding with trees. Perhaps the speed limit between Glen Nevis Drive and Queensferry Road should be reduced to 20mph, although this would likely result in more drivers using Birrell Drive as a "rat run" instead, thus increasing the danger to pedestrians, cyclists and others there. In summary, I think the design of this scheme is unsafe and is going to result in serious, potentially fatal accidents on Aberdour Road and Birrell Drive.</p>	<p>My comments in relation to Section 2 apply equally to Section 3.</p>	<p>My comments in relation to Section 2 apply equally to Section 4.</p>

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36	Online Survey	<p>This is an accident waiting to happen. The filter lane for Rosyth is essential for the M90, Sky and Dockyard workers just to name a few. No filter means traffic backed up causing unnecessary frustration especially for buses inc schools. I agree with leveling the very uneven pavements for walking and cyclists, absolutely no need for another cycle lane on the road and bollards. Also when the church has a service they block one side of the road parking as it is. Traffic turning right into Aberdour Rd will be in a worse position than now when only 3 cars get through the filter light, bollards and narrowing the road is just going to cause accidents on a road that school children use. Cyclists only need a wide pavement at one side of the road. I live nearby and have yet to see it being used except for young children who we don't want on the roads so smart enough to go both ways on it. Has anyone surveyed how many cyclists use this road.</p>	<p>Same as my comments before, the pavements need fixed as are a tripping hazard but absolutely no need for this cycle lane. I can't understand why cycles need this and feel it's unnecessary.</p>	<p>Starting a cycle lane from this point to join the new widened pavement makes more sense if needed but honestly living near this road it isn't well used by cycles. I don't think more speed bumps are needed. I hope the trees already here would be well protected as in the statement.</p>	<p>As I have said previously we really need the Rosyth filter lane so I think an on road cycle lane from here will cause so many problems. The speed cushions are unnecessary as traffic is slowing down for the lights and I've rarely witnessed speeding if at all. Traffic will be so backed up without the left lane for Rosyth I imagine it will be at crawling speed.</p>
37	Online Survey	<p>The design is awful. Sadly I totally understand that cyclists pedestrians need consideration but, in your efforts it's made Aberdour Road an absolute nightmare for cars. It's too narrow for cars to even just safely drive along. Busses just suddenly stop in the middle of the road. Cars have to come to a standstill behind them causing que's . There's no where to go. Wheres the safety of a bus lay-by for passengers coming off the bus being right at the road side. If a child runs its right into the road. The cars are way too close to the cyclists. The downdraft between can't be safe between car and bike. It has turned into a worse nightmare . I'm now 58 born bred and always lived in the Aberdour Road area. Now I totally avoid it at all costs. There</p>	<p>All that's happened is you've taken off road space by adding cycle track bringing them closer together so that the down draft knocks cyclists off into the path of the actual vehicles.</p>	<p>This crossing has a road entrance just before it a single width side road so vehicles turning right coming out of the side street automatically are hit with a pedestrian crossing a side street on a hill so your accelerating whilst turning right</p>	<p>I've already stated all your doing is taking car and bikes putting them closer together . This is an accident waiting to happen</p>

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		already was Ample space for cars to access driveways. So that's not new. It's the cycle track that's cutting down the space!!!		and approaching a crossing NICE !!!!!	
38	Online Survey	I believe there should still be a split lane for people turning down to Rosyth	It does not look like there is going to be suitable parking on the left	Greenery/trees should not be removed at all	Impacting the turn into the hotel? Keep in mind that the hotel caters to a lot of tour buses who need adequate room to be able to turn in
39	Online Survey	There are 2 lanes in the road that split into left and straight ahead/right The cycle path here will not work it will cause congestion to an already busy road not to mention the volume of traffic for residents	This is an accident waiting to happen it's dangerous and will not work	This is not acceptable on a busy road like this island are the best option for pedestrians	Two lanes on the road at the point go left or straight/right this will not work
40	Online Survey	Could you not just widen the pavement (to the same width as the cycle lane in this picture) instead? That way the resulting infrastructure would be multi-purpose and be accessible to all active travel users? I fear the infrastructure as proposed above, whilst well intentioned, would not be well used.	0	0	0
41	Online Survey	0	0	0	Cyclists do not use cycle paths!
42	Online Survey	A two way segregated cycle lane must be protected by a raised curb from motorvehicles. I am pleased to see this has been well designed.	Can anything be done to stop motorvehicles parking on the segregated cycle lane	Looks good to me	Looks great
43	Online Survey	Removing the left filter lane to Rosyth will increase the number of cars queuing at this busy junction and therefore increase the time spent waiting to proceed. As a result there is likely to be an increase in the amount of traffic that already uses Pitcorrhie/Birrell Drive as a short cut to avoid this junction/waiting.	I like the separation between cars and cyclists and believe this is how all travel corridors should be as it also separates pedestrians making it far safer for those with disabilities (especially visual and hearing) to negotiate without fear of a cyclist	I like the separation between cars and cyclists and believe this is how all travel corridors should be as it also	Will the pavement be widened in this section of shared use ? Areas of the pavement along this side and the whole section of Aberdour Road being

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			suddenly swooshing by unexpectedly	separates pedestrians making it far safer for those with disabilities (especially visual and hearing) to negotiate without fear of a cyclist suddenly swooshing by unexpectedly	discussed in this survey are already significantly narrowed due to inconsiderate residents/Pitbauchlie House allowing their garden trees/shrubs to encroach into the pavement making it difficult for pedestrians alone, nevermind with cyclists too. Additionally, there are sections of pavement in exceptionally poor condition due to tree roots making it uneven and difficult for those with mobility issues.
44	Online Survey	0	0	0	Not a good idea - it's already a busy road and reducing to one lane will cause an increase in traffic/queues/noise pollution , especially at rush hour
45	Online Survey	The filter for Rosyth needs to be retained for motor vehicles. The lights are difficult to get through and this is a busy junction onto a main road. I use cycle routes and think this is a poorly thought out idea. Fordell side fair enough but not at the Hospital Hill end.	0	Punishing home owners, not enough room for 2 bikes opposing directions. A car needs to leave the space of a car	Insufficient width on road. Just not good. Driving onto your property with cement breaks and cyclists flying by is creating further hazards.

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				when travelling past a bike, the cyclists need more space. Just cycle on the road as is.	Why don't you expand one side of pavement and put the cycle lane on that. Less challenging
46	Online Survey	Will the lanes in the new cycle path be wide enough to safely allow bidirectional travel?	Will the 2 lanes be wide enough to be safe?	0	Will the 2 lanes be wide enough to accommodate 2 way cycle traffic?
47	Online Survey	A segregated pedestrian crossing across hospital hill from aberdour rd needs to be incorporated into the design. Also beyond this design, better segregated and priority links into Dunfermline High school are required if you are wanting children to use it to get to school.	Speed limit needs to be reduced to 20mph. Cycle lane should be coloured (Red) and surface treated. Consideration as to how this is maintained, water sheds and winter clearance given the reduced width.	good design - 20mph !!	As above comments regarding surface colour and maintenance. The cycle way need to be continuous and priority led therefore the junctions need to have zebra crossings on them Pedestrians and cyclists have the priority by law albeit most drivers do not understand this nor is it enforced
48	Online Survey	Utter waste of money. Disruption and no evidence of cost savings or carbon savings.	Waste of funds. Fix the roads.	Current tax payers money going towards this over vital services is a shocking decision.	Waste of money on something that will barely be used.
49	Online Survey	Bi directional cyclists! They'll be crossing Aberdour road at all points along its length when they want to join/leave the cyclist section, will cyclists be forced to use this section? Or will they be allowed to use the motorised vehicle section?	Just site speed cameras if you want cars etc to stick to speed limits, why punish all other drivers who obey limits by installing speed humps.	Some cyclists ignore crossings lights etc, you want to mix pedestrians, cyclists and	No, don't do it.

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			Very poor idea to project of cyclists with helmet, lights.	motorised vehicles all together at a crossing, recipe for accidents.	
50	Online Survey	0	0	0	You should just copy how cycle path is from masterton roundabout to blacklaw road. No need to encroachment of road. Also the road DOES NOT require speed bumps especially the triple ones that make the vehicles drive towards the bicycle lane. Absolute waste of money as usual. There need to be a small roundabout at other end of Blacklaw Road on to Woodmill Road.
51	Online Survey	0	0	0	This will cause major congestion at the junction, and honestly people in Dunfermline would much rather the money was used to fix the roads which are in a complete state, most speed bumps have erosion around them, whitelaw road needs completely resurfaced.

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52	Online Survey	Will cause congestion at junction. I use this route everyday. NO ONE uses the cycle path along Aberdour Rd as it is. Any cyclists I see still using the pavement!	Waste of money. Better spent elsewhere.	Confusion!!!	Nonsense
53	Online Survey	The improvement will undoubtedly make it safer for cyclists and pedestrians. The current pedestrian pavement requires to be resurfaced as it is not very safe for people who are a wee bit unstable on their feet	Looks good	Fine	Good
54	Online Survey	I do not agree with this design and believe the road should stay the way it is. This will only cause more conjunctions and traffic and cause more issues. There does not need to be a cycle plan on this busy road.	I do not agree with this design and believe the road should stay the way it is. This will only cause more conjunctions and traffic and cause more issues. There does not need to be a cycle plan on this busy road.	I do not agree with this design and believe the road should stay the way it is. This will only cause more conjunctions and traffic and cause more issues. There does not need to be a cycle plan on this busy road.	0
55	Online Survey	Waste of time and money, cyclists still won't use it	Dangerous	There will be too many accidents if you pursue with this scheme	Save your money and fix potholes etc they are more important
56	Online Survey	From that design, it looks like vehicles turning left onto the road, will have to cross into the oncoming traffic in order to fully complete the manoeuvre. This will increase the risk of accidents with oncoming traffic. Visibility also looks to be severely restricted, making it very difficult to see oncoming cycles travelling at speed. In addition, it be clearer to motorists and cyclists to	Again, it looks like vehicles turning left onto the road, will have to cross into the oncoming traffic in order to fully complete the manoeuvre. This will increase the risk of accidents with oncoming traffic. Again, visibility also looks to be severely restricted, making it very difficult to see oncoming cycles	This layout looks like it would be extremely difficult for a visually impaired person to navigate. How would they know that there are two separate crossings	Poor lighting.

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		both be travelling in the same direction on the same side of the road. Lighting does not appear to be adequate.	travelling at speed. In addition, it be clearer to motorists and cyclists to both be travelling in the same direction on the same side of the road, reducing the risk of an accident. Lighting does not appear to be adequate.	to navigate? Poor lighting.	
57	Online Survey	0	Absolute madness, narrowing a busy road for the purpose of a cycle path. It's one of the main roads in Dunfermle to the busy Duloch estate. narrowing will create chaos with the junction at Hospital Hill.	You want to put a crossing in for pedestrians close to the hotel entrance would it not be appropriate to put in the crossing closer to the mini roundabout at blacklaw road.	Narrow road, how at the artics, with the beer deliveries, refuse lorries and coaches going to get in and out the hotel entrance the cycle lane bollards will need replaced weekly. Did anyone forget that the Tesco lorries use this road, you are creating accident spots and being dangerous to tick a green credentials box.
58	Online Survey	With traffic coming out of driveway having to look two ways for bicycles and then road traffic, an accident waiting to happen.	Same as said before about driveway. Narrowing the road when large vehicles use this road for Amazon, Tesco etc, not a good idea.	Buses near cyclists, pedestrians near cyclists, good luck with that.	Large holiday coaches use The Pitbauchlie Hotel again crossing cycle lanes and would have to swing onto oncoming traffic.
59	Online Survey	Junction needs widening to two lanes one left one right , if a break down occurs there is space to pass .	Not the best thing for a driver at night having a white light from a bike approach you on the left side.	Far too complicated layout.	Not good for vehicles and bus passengers boarding bus . The whole thing is not worth the money. Cyclists

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					tend to use the road not the cycle lane , which makes the whole thing a waste of time and more dangerous. Cycle lanes are not compulsory so why bother.
60	Online Survey	Absolutely ridiculous! How many cyclists have you actually seen on this road? Let alone enough to justify this waste of time, money and resources! Just another reason to alienate car users.	See previous answer. How many cyclists do you actually see on this road?	Ridiculous. Stop wasting money and alienating motor vehicles for an extremely small minority.	See previous answers. Fife Council are clueless at road planning and needs.
61	Online Survey	I'm okay with this design, I wish that as we see in some place a separate colour or shade can be given to cycle surfaces, its all very grey !	As previous I'm okay with this.	Good.	Good,
62	Online Survey	You cannot take away the left hand lane for turning down to Rosyth/pitreavie at that junction. The traffic will be queued back and if there's lots of cars turning right onto hospital hill it's hard to get into the left hand lane as it is. This will create more traffic, noise and air pollution.	0	Don't feel this is needed at all, it's not busy enough for pedestrians and not a walking route to school.	This is a pure waste of money, council should be spending money on existing roads and pot holes.
63	Online Survey	Will it be against the law for cyclists to merge into the traffic lane rather than use the proposed signal crossing? The cyclists must be made to use this if it's to be put in place or between penalised if they do not use it.	It will only work if it must be used by law. Many cyclists will just ignore it	Cyclists won't stop at this crossing.	Looks too narrow
64	Online Survey	Not required. Will add to traffic congestion.	Not required. Will add to traffic congestion.	Not required. Will add to traffic congestion.	Not required. Will add to traffic congestion.
65	Online Survey	Great to see segregated cycle lanes. The road surface should be upgraded so it is suitable for cycling, with potholes removed etc	Great to see segregated cycle lanes. The road surface should be	Do vehicles have to stop for cyclists wanting to ride	This is the least clear part of the proposal. The visualisation isn't

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		Traffic lights for cyclists should be fitted so it's clear when they should cross the carriageway. They could be combined with pedestrian lights.	upgraded so it is suitable for cycling, with potholes removed etc	across the road (adjacent to crossings) where there are belisha beacons? How is that communicated to drivers?	helpful. It should show what happens right outside pitbauchlie hotel. The cycle lanes should continue on the same part of the road and not dog-leg onto the former grass verge and then squeeze behind the bus stop. The bus stop should be on the road - it doesn't need a layby
66	Online Survey	The junction with Queensferry Road will have significantly reduced capacity for traffic to turn left (currently on a peak time filter), right and straight on. This will considerably increase congestion from Aberdour Road and increase the already-problematic issue of easterly and westerly traffic being on the same sequence (with risk already of collision between traffic exiting and entering the private road and council-adopted turning circle at St Leonards Hill. The split of the 2way cycles should be further east along Aberdour Road, as far away from the junction with Queensferry Road as possible, to remove the need to lose the dual lanes at the exit of Aberdour Road onto Queensferry Road. An additional cycle crossing will also reduce the amount of time road traffic has to move through this junction.	Similar to crazy ideas in Edinburgh with bollarded cycleways, this concept is flawed in all ways. Aberdour road will be restricted in width, causing increased risk of accidents between all forms of traffic. The split of the 2way cycles should be in this section of the road, as far away from the junction with Queensferry Road as possible, to remove the need to lose the dual lanes at the exit of Aberdour Road onto Queensferry Road	This is the only part of the design which has some sensible merit in doing	0
67	Online Survey	By removing the filter lane for turning left, there will be a pile-up of traffic which will make this a nightmare for drivers. What is the need for having cyclists and pedestrians cross the road diagonally	changing the road design and laying out this route will surely impact the driveways and homes of the people living here. How are they supposed	0	0

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		anyway, surely this will mean the timer for the lights would need to be longer and with the filter lane removed this will just make the situation worse.	to get parked if there are road works for developing all this?		
68	Online Survey	Vehicles are continuously making u-turns on that junction of Queensferry/Aberdour road, which characterises the driving behaviour and current danger. The removal of the left-turn lane will imposed greater pressure / danger on the opposite side of Aberdour road (within the St.Leonards estate) as vehicles wanting to turn left will go across the traffic lights, use the turn around circle and make a right turn (this is already happening for vehicles who want to turn back on Queensferry road). This will create greater, unnecessary traffic flow at the end of Aberdour road (where the turn around circle is located) and increase potential accidents with vehicles wanting to make an illegal U-turn, which is currently not being managed effectively.	I support the aims of the project but believe there needs to be further consideration / design elements put in place to ensure the safety of the cyclist once on Queensferry road. Currently, Queensferry road along Hospital Hill is treated like a 0-60mph challenge from the traffic lights. If the intention is to have more cyclist along Queensferry road then this road's speed limit and design needs to align to the more vulnerable road users. By taking such measures of reducing the speed limit, introducing forward facing speed cameras etc.	0	0
69	Online Survey	Traffic from Aberdour Road will be able to turn left and right on to Queensferry Road, and also go straight ahead to St Leonards Hill. To improve safety, especially for cyclists at this junction, additional traffic lights should be installed at the entrance to St Leonards Hill (pointing towards Aberdour Road). There should also be additional 'No U Turn' signs on ALL of the traffic light upright poles. Drivers coming from the City Centre are currently doing 'U Turns' on Queensferry Road opposite the Vets, as there is a 'No U Turn sign missing from the traffic light post on the eastern side of the Queensferry Road/St Leonards Hill/ Aberdour Road junction.	OK	'Floating Pedestrian Crossings', as shown in the above design have proved an abject failure in London. Given that pedestrians will not be alighting from a 'bus in to a possible stream of cyclists in this scenario, it is still	OK

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				incumbent on cyclists to stop to allow pedestrians to cross in safety. Cameras and warning signs should be installed on the pelican crossing poles to ensure that this happens.	
70	Online Survey	There is no need for this, I regularly use this road and not once have I seen cyclists on it. How about instead of wasting money on this, redirect those funds to fixing potholes and properly resurfacing roads.	There is no need for this, I regularly use this road and not once have I seen cyclists on it. How about instead of wasting money on this, redirect those funds to fixing potholes and properly resurfacing roads.	There is no need for this, I regularly use this road and not once have I seen cyclists on it. How about instead of wasting money on this, redirect those funds to fixing potholes and properly resurfacing roads.	There is no need for this, I regularly use this road and not once have I seen cyclists on it. How about instead of wasting money on this, redirect those funds to fixing potholes and properly resurfacing roads.
71	Online Survey	Changing the road layout to 1 lane will cause massive queues there, also cars will then detour through pitcorthie to come out at the king malcolm roundabout to avoid the congestion, having a detrimental effect on the roads and people who live there.	Why do we now need these bollards etc when the road has done without them for years? The amount of cyclists travelling on that road probably equates to around 1% of the amount of cars that use that road.	Why not implement the crossing in the image nearer to blacklaw road and update the pavement on the north side of Aberdour road to accommodate both cyclists and pedestrians just	See comments for other designs.

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				like the rest of the road has been done, it's more than wide enough.	
72	Online Survey	How will the exit from St Leonards Hill onto Queensferry Road/Aberdour Road be impacted? Cars from Aberdour Road turning onto Queensferry Road will now be in a different position on the road junction to oncoming traffic from St Leonards Hill. There is a turning circle, adopted by Fife Council, at St Leonards Hill for vehicles using the filter lane on Hospital Hill who wish to either head north or, head for Pitbauchlie Bank from the south. This junction is quite complex for the 44 residents at St Leonards Hill particularly turning right to Queensferry Road as traffic is unsure who has right of way and secondly the number of u-turns.	0	0	0
73	Online Survey	For cycling this seems to be a good solution however I would be concerned about congestion at the junction with the left filter lane removed. This at times can become quite heavy as it is especially during peak times. I would be interest to hear how this is anticipated to be managed/effected.	This seems like the optimal solution to me. The introduction of speed cushions is very welcome. As a family with 2 small children the speed of some traffic can be quite concerning at times.	The zebra crossing in this area would be welcomed. This road can be very difficult to cross especially with young children and this would provide a safe option. It would also encourage traffic to slow on approach which again would help.	I am unsure of the proposal for this section. If cyclists are to share the existing footpath this is quite narrow at the moment.
74	Online Survey	Hope there will be very clear arrows painted on the roadway as this looks like a 2-way cycle path	As above, need to ensure arrows signalling two-way cycling	0	0

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75	Online Survey	I'm a car driver and not a cyclist, and support the idea. However, Queensferry Road needs further design elements to protect the intended increase traffic of cyclist. Especially at the junction of Aberdour road going in the direction of Rosyth. Currently there are numerous cars and bikers dangerously accelerating at the lights and going over the speed limit. Bringing cyclist to this environment would be irresponsible and will unfortunately increase the possibility of fatality. In order to have a successful implementation of the project, there needs to be design elements that ensure drivers and bikers drive with care (not just keep to the speed limit) such as forward facing speed cameras, speed bumps etc on Queensferry road (towards Rosyth) as it currently stands there are no measures in place and there are drivers and bikers are using this section as a race track.	0	0	0
76	Online Survey	Removal of the filter lane to Rosyth will cause nothing but long queues of traffic at what is already a busy junction for traffic.	I have no problems with this section	I have no problem with this and agree the road should have a pedestrian crossing	0
77	Online Survey	Why is this necessary it will cause congestion at the junction especially with the continued house building in the Eastern Expansion. Surely spending the money on the atrocious pothole roads around Fife would be a better use of the money.	Is the road really wide enough to accommodate this with buses and Lorrie's using this corridor? Also seems to be focused on cycling and not much thought to pedestrians?	Good idea for the pedestrian crossing but don't understand the need for a separate cycle crossing or to be honest the separate cycle lane being proposed along the route.	Where do visitors or delivery drivers park for all the houses along that end of the road? Will cause even more congestion and pollution. I would have thought that was the opposite of what this is intended for. It just feels like no

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					consideration for non cyclists to me Money can be spent in better ways around Dunfermline. Try using the existing pathways as you have done on the eastern side of the corridor.
78	Online Survey	Changing this junction to a single lane will cause more issues. It will cause traffic to back up and make long lines also preventing people from getting in their drive. It will also cause people to find alternative routes cause more traffic through quieter streets.	Not sure we really need speed bumps on this road.	This a crossing is an amazing idea. This has been needed here for a while.	Again not sure we need speed bumps on this road.
79	Online Survey	This is an atrocious design, as it removes the lane which traffic uses to turn left from Aberdour Rd into Queensferry Rd. This will undoubtedly cause queues of traffic and congestion on Aberdour Rd, not to mention increased levels of harmful emmissions from queueing traffic.	Another atrocious design, which will quickly fill up with road debris as road sweepers cannot access this lane due to the bollards. Consequently cyclists will not use the lane due to risk of a puncture etc, making it a total waste of resources	Yet another terrible design. Surely you must be aware that no service buses use this section of Aberdour Rd, so why the need for a 'floating' bus stop???	The continued design of a segregated cycle lane is totally inconceivable. See my previous comments
80	Online Survey	Don't need cycle lane as wide as that. Half of all cyclist don't use them anyway. There isn't enough of them to justify putting it in	Reduce pavement instead of taken road lane away. To many roads being reduced and causing congestion	There is no need for a double lane cycle road	Where are you suppose to park your car?
81	Online Survey	Could do with some additional pavement build outs. Wide sweep to junction	Yellow line to prevent pavement parking over cycle lane in front of driveways	Looks cluttered	0
82	Online Survey	0	0	How will this indicate cars have	0

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				stopped for visually impaired people	
83	Online Survey	0	0	0	Additional speed cushion required to slow down and reduce speed of traffic crossing mini roundabout at junction of Blacklaw Road
84	Online Survey	0	Very much support speed calming measures however unsure how effective these “cushions” are. Drivers can simply drive straight over without slowing. From added safety perspective I would be in favour of speed limit reduction.	0	0
85	Online Survey	The survey asks for “Design comments for” 4 specific sections of the route. This does not adequately provide for general comment on the overall issues of this contentious section of the route, I shall therefore email additional comments separately. Removing the left lane at the junction shall cause unnecessary vehicle tailbacks at busy times of the day. Congestion shall make access/egress to properties more difficult with increased safety risks. There are currently existing offroad pedestrian/cyclist arrangements behind the metal fence at this location which can still be used, possibly with minor alterations. The Before/After visualisation tool shows some current signage and further details can be accessed via Google maps. This is a totally unnecessary feature that penalises vehicles and residents with no significant gain to	In the new visualisation all the car have been airbrushed out from the image. Having lived in Aberdour Rd for more than 48 years I can confirm that Low and then Dropped kerbs have been provided to enable resident parking and avoid any on road parking. This was also reiterated when the previous cycle lanes were introduced. AT have given commitments that they do not plan to remove this facility and as such the removal of these cars from the image is misleading. The new road shall be narrower and it is debatable if the drive access gaps shall be adequate. It was suggested by AT that engineers	This crossing is shown outside No 32. The low point at this end of Aberdour Rd is outside No 30. This is a known flooding location in adverse weather. Fife Council (FC) maintenance is fully aware of this issue and have in conjunction with Scottish Water made attempts to minimise this. The visualisations	None of the visualisations show speed cushions. They should reduce traffic speed and make the road safer for pedestrians particularly the elderly, children etc. Currently some motorists (often late evening) drive at grossly excessive speeds and this should help. One of the suggestions made to AT was to introduce a 20mph limit in this location but this was

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		<p>cyclists. It can be argued that using the existing arrangement behind the metal railings, could actually be safer for cyclists.</p>	<p>could consult each resident on the south side to ensure the gaps are actually wide enough. I would request that the south side residents are individually consulted to ensure adequate access/egress.</p>	<p>do not show drains. The concept design plans show that the drains on the south side have been recessed into the grass verge/driveways. This is likely to cause more drains to block resulting in water bypass from the Pitbauchlie and the Hospital Hill directions with flooding at the low point. This then crosses over the road and overwhelms the double drain outside No30 which is often at capacity. Recessing drains makes this problem worse. FC maintenance sweep the road gullies regularly using large road sweepers. These sweepers shall not be able to access</p>	<p>discounted. It is worth reconsidering. When the trees are in full leaf some street lighting is inadequate. Some lighting is within the canopy of the trees and casts large shadows. It has also been stressed to AT that it is essential that any groundwork should not damage the tree route structure. For example, when moving kerb on north side by 0.5m. Substantial branches have fallen from these trees and an image of a similar entire tree having falling over in high winds onto a bungalow in Malcolm Street, was provide to AT. This is some 50 yards from Aberdour Rd.</p>

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				these recessed gullies due to cycle lane bollards etc. Alternative smaller equipment is likely to be less effective and less frequent.	
86	Online Survey	Removing the left-turn filter lane on Aberdour Road is an utterly ridiculous planning decision. This will force traffic from Aberdour Road heading towards Rosyth to use either St Andrews Street or Woodmill Street to access Queensferry Road. This moves traffic onto these already very busy roads, especially at rush hour. The forthcoming works at the Bothwell Roundabout will only create more problems, all for the sake of an overpriced cycle path which as far as I have seen is certainly not used further along Aberdour Road. Aberdour Road is extremely busy and I have, on numerous occasions, been stuck behind a cyclist on the road, not using the waste of money cycle path already built.	0	0	0
87	Online Survey	<p>You are also proposing changing the number of lanes for west bound traffic. This again will significantly impact our property and all other properties on the south side of the road as traffic already will queue up during peak times. With the reduction in lanes you will make it incredibly difficult to both access our driveway and to exit it.</p> <p>You will also cause potential delays for eastbound traffic as cars will be held back waiting for cars waiting to turn right onto their driveways.</p>	<p>I am very unhappy about the design for this section of the road. Our property is on the south side of the road and will be greatly effected in a number of ways with this proposal.</p> <p>This design will not permit us to have any emergency vehicles, delivery vehicles or removal vehicles access our side of the road and our property. Our driveway in particular has not got the required</p>	This design is untidy and potentially confusing for pedestrians, cyclists and motorists.	0

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		<p>Both lanes becoming congested will become a hazard for both pedestrians and motorists.</p>	<p>width for any of the above vehicles and therefore you would be asking any of the above to cross a live road to access the house.</p> <p>This is especially pertinent for possible ambulance requirements and removal vans. To ask these vehicles to park on the other side and then cross the live road is not workable.</p> <p>Speed cushions is not a favourable addition to this road. The noise of traffic both breaking and accelerating will add considerable noise pollution to the area.</p>		
88	Online Survey	<p>Removing the left turn filter lane at the traffic lights will cause traffic to back-up along Aberdour Rd (west bound). There are already problems with this happening. The proposed change will make it much worse. As a knock on impact, this blocks access in and out of driveways along Aberdour Rd. When access to driveways is blocked by queuing vehicles this makes exiting impossible at certain times of the day, and also causes queueing on east-bound carriageway too as vehicles have to queue behind other cars turning right into driveways from the road. Furthermore idling traffic causes a nuisance and makes crossing the road more dangerous. With much of the traffic from Aberdour Rd turning right at the crossroads, removing the left filter will result in traffic that would otherwise be able to turn left unhindered, being forced to wait behind stationary right-turning traffic</p>	<p>This will prevent delivery vehicles, removal lorries and similar stopping on the south side of the street. Presumably goods will have to be offloaded on the opposite side and then ferried across a busy road which is not ideal.</p>	0	0

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		effectively "clogging" the junction and exacerbating backed up traffic.			
89	Online Survey	<p>Please refer to our separate comments on overall design. We have concerns as noted related to the raised buffer kerb & bollard provision. The removal of the filter lane will increase tail backs but may also encourage vehicles to seek alternative routes at peak times. Please note, during the tourist seasons in particular regular coaches from the Pitbauchlie will be turning left towards Rosyth. Also, as cyclists & E-scooters use the intermediate footpath between no3 & the corner green space, a dropped kerb to cycle path may be beneficial here.</p>	<p>Please refer to our separate comments on overall design. As road speed calming is viewed as essential for the benefit of all users, the speed cushions are welcome. We have the following concerns:</p> <ul style="list-style-type: none"> • Buffer kerb & bollard provision create a barrier which has implications. • Cars will continue to park on the north side but these will now have no buffer at the roadside. • The road is approx 1.8m closer to the north side properties. • Car access & egress to the south will become even more challenging & may cause further accidents. • Many cyclists, including E.scooters will continue to use the north side footpath which is compromised by the loss of the roadside buffer strip & cycle lane. 	<p>Please refer to our separate comments on overall design. Road speed calming is viewed as essential & the inclusion of the Zebra crossing is welcome. With respect to the spacing of the speed cushions it would be advantageous if the crossing were also raised to perform similarly. For this section we have the same concerns as noted for section 2. At the north St Lawrence Street junction there is a road into the east side footpath for no 34 which is no longer active. Pedestrian safety could be improved here by reconfiguring the</p>	<p>Please refer to our separate comments on overall design. Road speed calming is viewed as essential for the benefit of all users & the speed cushions are welcome. For this section we have, in part, the same concerns as noted for section 2. Extending the southside cycle lane by utilising the grass verge prior to the trees appears a good approach. However, there is the potential for clashes at the bus stop due to the restricted width & the integration of the north cycle lane into the roadway locally in this area funnels the carriageway which is surely inadvisable with respect to safety. The related northside road kerb alterations at the tree outside no 46, which has no surround, appear to be awkward</p>

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				<p>kerb & providing tactile paving which would aid existing local visually impaired users.</p> <p>Southside, no 35 has no drive & utilises pavement parking, but the garage to this property hasn't been taken into account as part of the design as this is shown blocked by the raised buffer kerb.</p> <p>The small section of asphalt to the south opposite St Lawrence, between grassed strips was originally for a phone box & now serves no function if resurfacing works are proposed.</p>	<p>& may also impact the tree roots.</p> <p>Roundabout at Blacklaw Rd - the southside proposed junction arrangement doesn't take account of the access alterations to the new block of flats and is not up to date.</p>
90	Online Survey	0	0	0	<p>I STAY AT NUMBER 46 UNFORTUNATELY I WAS ILL SO DID NOT GET TO THE PLANS MY CONCERNS ARE NOW WORSE AND</p>



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					<p>PUT MY COMMENTS BUT GOT A SHORT REPLY SAYING IT WOULD AFFECT ME. 1ST POINT MOST CYSLIST USE THE PATHWAY AND WILL CONTINUE AS IT IS SAFFER THAN THE ROAD I HAVE HAD A FEW INCIDENTS. I HAVE A A WAV WHEELS CHAIR ACCESS VEHICLE WITH A RICKON LIFTS WHICH EXTEND IT BUT IT IS QUITE BID WHAT I HAVE HAD TO DO AFTER MOVING IN I COULD NOT GET IN THE MY DRIVE THE COUNCIL CAME OUT AND SEEN THE PROBLEM BUT WOULD NOT MOVE OR CUT IT DOWN THE ONLY THING THEY DID WAS REMOVE THE KERBING ROUND IT. I HAVE TO WHEN COMING IN STRIGTEN UP ON THE ROAD THE</p>

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					OTHER SIDE AND GET THE WRATH FROM EVERYONE TRYING TO REVERSE YOU ARE NOW SHORTING THAT ROAD WHICH WILL GIVE ME SOME SERIOUS PROBLEMS AS BIKES ON THE PATH AND PEDESTRIANS TRY TO BEAT ME REVERSING WHICH CAN BE FRIGHTENING I HAVE TO DO IT VERY SLOWLY EVEN SLOWER NOW WHICH WILL CAUSE ME EVEN MORE DIFFICULTY SO THE PROBLEM IS ACTUALLY NOW WORSE FOR ME
91	Online Survey	The design does not meet the objectives of the national Active strategy and Fife active travel team have stated (in a risk assessment) the main target demographic will not use this solution. It is not an "off carriageway" and will be extremely dangerous for cyclists and residents alike, on this basis I feel this design should be rejected. The design will destroy the look of an attractive street and is ill considered result of a failed community engagement session, there have been a number of	The only positive aspect of the entire design is the introduction of speed bumps, the speeds of vehicles in this area can be excessive. There is limited visibility when exiting the south side driveways and reaction time, without the introduction of a dual direction cycle path, is challenging. When you consider two way traffic and	The crossing is a welcome addition, but I would suggest a Pelican rather than the Zebra. There are a number of disabled users in the area including the visually impaired, I	This just highlights the benefits of a North based solution or my previous transformational approach . This is poorly designed and considered, large busses and heavy use crossings should not be

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		<p>previous plans all of which have been objected too (as has this [plan]) but at least they were off road solutions, they addressed the primary objectives of the Strategy although concerns on safety were rightly raised. Its now time to be transformational have an independent engineering team review the plans and objectives and implement a design that truly drives change in our community, Edinburgh have recently implemented changes to limit off road parking why can Fife also drive true change?</p>	<p>cyclists, narrowed lanes and limited visibility; accidents are inevitable. Young people will not use this solution and will be forced onto the paths yet there is no upgrade to the existing poorly maintained paths. The design does not address the requirement to consider disabled users, young family's and is not holistic. Given the number of driveways the segregation will be limited and astatically hideous, maintenance costs will increase. International studies have concluded two-way cycle solutions should be a last resort as they can be dangerous, if users fall into traffic the results could be fatal. Of road solutions should be used if at all possible!</p>	<p>have helped a number cross the road due to fast moving traffic and no practical crossing options. This section has very poor visibility traveling east to west on the south side, and any solution should consider the safety of all users and residents. a north based off road solution with a pelican crossing would be safer. I think this whole project is a opportunity to be transformational and for Fife council to lead the way in Active travel, really put the non car user first, transform the area introducing a one-way solution with cycling and walking options on both the north and south of the road,</p>	<p>considered on a two way cycle solution. Its not safe! they have squeezed a design into a solution before truly considering the impact, has this been independently assessed and have appropriate risk assessments carried out? Consider our objectives, what has driven us to implement an activity travel strategy, does this truly address the project objectives? We have a responsibility to invest the £1.5m wisely, this shouldn't be done just to spend money, what process was used to ID this investment area? did we follow the well laid out processes within the national stagey? who will be held to account, do we really need a public enquiry into the miss management of government funding? This consultation is a step in the right</p>

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				encourage our children to walk and cycle to school, provide disabled users with a truly inclusive solution and start to truly transform our city. The east section is underused, not clearly marked and to date has failed.	direction but implemented for too late.
92	Online Survey	<p>No left filter for vehicles will cause even more tailbacks at peak times than already occurs on the south side. It already builds up past no 31 driveway making it nearly impossible entering or exiting the driveways on this side.</p> <p>The traffic at the flats across from the traffic lights will struggle to be able to turn to go down the dual carriageway towards Rosyth.</p> <p>Traffic may get so frustrated that they start to use Pitcorthie to travel through. Have the Pitcorthie residents been informed of the possible impact?</p> <p>There is already an existing cycle lane on the south side pavement at the corner for cyclists to go down the dual carriageway so it seems to me there is no need for the cycle lane to be made on the road in the filter lane.</p>	<p>The aesthetics of this more than 100 year old tree lined road will be compromised with the bollards and concrete bases, and also the off centre new road design.</p> <p>The double cycle lane poses a danger to cyclists and residents alike due to steep driveways, trees and high walls/hedges obstructing views, having to cope with looking both ways for pedestrians then cyclists then heavy often speeding traffic on a narrowed road. This increases the risk of accidents/traffic blocking whilst trying to manoeuvre and keep on one side of the road.</p> <p>How will deliveries/ambulances/removal vans etc access the south side with the bollards and legal restrictions for parking in place.</p> <p>Recessed drains will stop access for</p>	<p>A crossing of some kind is needed, it would be fine for cyclists to cross onto the north side where the double cycle lane would be better placed. It is flatter and they have better visuals getting out their driveways and no traffic build up from traffic lights. Plus it is the side most used by kids cycling to Dunf High School.</p> <p>A design on the north side of the road, a straight one was never offered</p>	<p>I understand there are problems for disabled people getting their vehicles in and out their driveways if there was a double cycle lane on south side.</p> <p>Problems having recesses for drains and access for cleaning vehicles that are needed as tree leaves block drains. Tree roots cannot be cut for recesses as this may damage the trees and make them unstable.</p> <p>A double cycle lane is not suited to this road, it does not work, leave single cycle lanes as they are or make</p>

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			<p>cleaning vehicles needed for the drains as leaves block them. It floods at no 29/31 at bottom of drives during heavy rain which can flood over to the other side. There is a footpath from Lyneburn Road parallel to Aberdour Rd that goes almost to the Rex Park that could easily be used.</p>	<p>as an alternative. Just a ridiculous wavy one. Better still leave the single cycle lanes on either side as is. Has the bus stop moved? It isn't completely clear as house numbers on the south side aren't on the plans! Could you clarify? Also the problem of recesses for drains/bus stop and crossing on south side and the council accessing the drains to clean leaves from the trees which block them regularly. The tree roots cannot be cut to make these recesses as it would make the trees unstable. Having the lanes on the north side would eliminate these problems.</p>	<p>suitable plans for north side or make a cycle lane on parallel path that already exists through Abbeyview from Lyneburn Road.</p>
93	Online Survey	Really concerned losing the left filter will have a big negative impact on traffic on Aberdour Road.	Access to driveways is a huge concern for me. It is currently very	100% behind the traffic calming	As a cyclist, I would not be comfortable cycling

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		<p>The diagonal cycle lane across the whole junction looks unsafe to me. It looks too long. Length of time needed to cross will also mean longer 'red' time and lead to further congestion.</p>	<p>difficult at times to leave and enter my driveway and having the cycle lane here will inevitably make it much harder.</p> <p>A two way cycle lane is not very safe. Particularly when talking about the measurements here. I don't see how there can be enough room to comfortably pass another cyclist going in the opposite direction at any speed.</p>	<p>measures. Speed cushions are a good thing as it will make a lot of vehicles slow down.</p> <p>This crossing though needs to be redesigned. That's a lot of broken white lines going in lots of different directions.</p> <p>How is the family living in the house behind the zebra crossing on the north side meant to access their property with bus stop, a meandering cycle path AND a zebra crossing to contend with. I hope they have looked at the proposal properly.</p>	<p>into on coming traffic at any time of the day. And certainly not when cars have their LED headlights on making seeing difficult. I would not feel safe.</p>
94	Online Survey	<p>This design has been opposed by residents on both sides, it ignores previous complaints, it ignores the fact there is already a cycle lane on both sides, it ignores concerns from residents, it destroys the aesthetic of a beautiful tree lined avenue that is over 100 years old. Traffic</p>	<p>Lack of foresight failed to identify impact on street, residents and traffic, failed to identify entry and exit issues from blind driveways, failed to address vehicle speed, potential</p>	<p>There is no need for such an unsightly ill thought through plan, it will cause congestion, destroy a beautiful</p>	<p>Proposal impacts on aesthetics of tree lined avenue, ignores south side driveways, ignores dangers known across Europe on two way</p>

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		<p>congestion is already an issue, cars back up to at least No 27 at peak times, entry and exit from drives in south side is already a known issue, parking is an issue and delivery from vans an issue. Floating bus stops is now a known concern raised in London. Traffic high speed is a known issue. Danger from exiting driveways into heavy traffic and a proposed two way cycle lane is not justified or required.</p> <p>Lack of consultation and lack of True planning have failed to recognise the issue of residents on both sides of the street. Flawed management have resulted in an entrenched stance that ignores pre known issues, concerns and safety and ignored the aesthetics of a lovely street. II</p>	<p>Knock on in Pitcorthie as that may become a rat run. Road already has a cycle Lane on both sides, absolutely no need to Merge into one two way lane with bollards. Two way lanes are not acceptable in many euro Countries due to safety concerns. Aberdour Road is now a known rat run for heavy vehicle heading to Amazon and Dulloch, no speed restrictions and is very difficult already for residents entering and exiting driveways. Tree lines avenue requires extra care due to visibility and traffic lights at end of road cause connection and this is before the ill thought out idea of a diagonal cycle lane at junction Alternative ways have not been thought or considered due to limited foresight of poor planning and ill thought through proposal. Residents have been ignored, council local committees not consulted</p>	<p>tree lined avenue, be dangerous for south side residents leaving steep blind sided driveways, residents will have to negotiate heavy traffic and a two way cycle Lane and buses stopping. That increases risk and introduces additional Hazards that are not tolerable and fail to meet risk reduction criteria. Management of change and hazard identification studies should have been done to Eliminate this and local committees should have been consulted and views of residents accounted for. Proposal fails to Meet government criteria and objectives, Residents don't</p>	<p>lanes, ignores objections of residents to a two Way cycle lane, ignores obvious hazards on residents and cyclists due to south side restricted visibility and speed of traffic, totally ignores fact there is already a cycle Lane on both sides. Has been suggested in haste with no pre thought, no appreciation of hazards and known approach of reduce hazards at planning stage and communicate to a listen to residents. Traffic control at end of street already an issue, picture does not reflect reality of traffic backing up to No 27 at peak times</p>

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				<p>object to a cycle Lane, but strongly object to a two way lane when there is already a cycle Lane on the street and studie show it is not being utilised, large reason being high volume of traffic and now added to by high numbers of heavy vehicles, alternative routes have not even been considered, obvious being route to Rex park</p>	
95	Online Survey	<p>Traffic volume continues to grow as house building at east end of Rd plus 30 houses at old Pitcorthie School. Removing filter lane to Rosyth will create even longer traffic tailback on Aberdour Rd, which now can be up to St Lawrence Street - even harder to leave/enter driveways. The filter lane also helps flat dwellers not to get stuck in middle of junction when driving south & easier for them to know when to move forward. Facing one lane with cars going north or south, many not indicating, will create a very difficult junction for them; will take so much longer for everyone to use this new set-up. It is questionable how safe a diagonal lane across very busy junction would be. Two crossings already exist cyclists can use, so why additional diagonal one. This would mean all cars from all</p>	<p>2-way lane ON A ROAD is not safe, not fit for purpose. 16 objectors gave this reason against Plan 3 & expected new design; this was ignored; current plan is just Plan 3 with add-ons. Danish study on cycle lane styles concluded - "not recommended in towns, cities, on busy roads for safety reasons". Study Link: https://cyclingsolutions.info/two-way-cycle-tracks/ Cyclists facing oncoming traffic is unnatural; kerb stones not protective; car headlights now much brighter, facing them could be</p>	<p>Many cyclists currently use north pavement. If coming from north area there is no way they will cross on the zebra to south side to the cycle lane, then have to cross back over at the traffic lights to head north. They will just continue to use north pavement. The zebra gives</p>	<p>Kerbs with bollards are ugly (as in Edinburgh), will degrade look of street & won't be maintained properly as Council is always short of cash. It's already a continual struggle to get the Council to keep the pavements clear of grass cuttings, leaves & fallen tree branches & removal of large, dangerous dangling branches. Traffic is relentless</p>

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		<p>directions stopping at same time, causing yet more tailbacks on Aberdour Rd; also down to St Andrew's St, a main road in/out of the town; again more problems for flat dwellers using this junction.</p>	<p>blinding. 2-way lane and narrowed Rd will make access at driveways more difficult. Reversing out on south side means check BOTH WAYS for: pedestrians, then cyclists, then cars, a nightmare! Will not be able to keep on south road lane when reversing out to go west if road narrowed, so much longer to get out, if at all, as have to wait till both ways are car clear not just the one way as now. Drains in grass verge can get choked with leaves & grass cuttings so cause more flooding than happens now.</p>	<p>very little benefit to residents wishing to cross the road as it is half-way along the road. Better to have narrow islands dotted along middle of the road, similar to Woodmill St at the Sorting Office, to give many more places to cross a very busy Rd. This will help slow traffic down.. It was NOT a common request, as Active Travel says, to keep trees. Lime trees cannot be hard-pruned, so becoming too high & dangerous (after gale, one uprooted & fell onto & damaged bungalow in Malcolm St). Narrowing north pavement will disturb roots so weaken trees, so</p>	<p>most days. Artic lorries constantly use the road daily & along with buses they just fit in the current road width. To narrow road might jeopardise road/north pavement safety as there is the potential of large vehicles maybe having to make the slightest swerve that could result in horrific accidents; even worse, swerving on the south side next to the 2-way cycle lane! The survey results should highlight the plight of residents more than any non-residents who have no experience or idea of current problems & will not have to suffer any consequences of this ill-thought out plan. A new design without 2-way lane on the road is the way forward.</p>

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				could fall in bad weather. Residents suggested tree removal & widen north pavement, dividing into 3: pedestrians inside, cyclists in middle; parking on outside.	
96	Online Survey	Lack of filter lane at the end of Aberdour Road means increasing already heavy traffic on the road. Narrower roads and physical barrier between cycle path and road increase risk of collision. Limited access to private driveways for residents and delivery. Overall esthetics not in line with the rest of the street.	Similarly to above, decreased safety due to narrower roads and physical barriers. The plan does not leave enough room to properly manoeuvre bigger car into the driveways. Speed bumps are welcome, but overall road from the proposal feels less safe. Also cyclist on the picture looks widely out of proportions so it is impossible to properly evaluate without current and proposed measurements.	Based on this picture getting into the driveway on the left seems like a nightmare with pedestrians, cyclists, bollard and crossing right outside the driveway. Also, why is there a cyclist on the right pavement if we have a new cycle path? Similarly to above, I have concerns regarding the safety of cyclists, drivers and pedestrians due to narrower roads and physical barriers.	Similarly to above, narrower roads with physical barriers decrease the safety of road and cyclepath users. Also, two way cyclepath on one side of the road doesn't look to useful for the cyclists either due to going against a traffic. Overall esthetics not in line with rest of the street and I am also worried that the concrete barrier will deteriorate quickly with nobody fixing it.
97	Online Survey	General comment from Scottish Water Catchment Planner. I note the feedback to date regarding	General comment from Scottish Water Catchment Planner. I note	General comment from Scottish	General comment from Scottish Water

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		<p>flooding and drainage concerns in particular. The existing Flood Risk Management (Scotland) Act 2009 and planning policies and strategies, including National Planning Framework 4 and Water-resilient places - surface water management and blue-green infrastructure: policy framework, outlines a clear principle for local authorities to help support relieving the burden on sewer networks. The current Scottish Government flood resilience strategy and policy development work should provide clarity and importantly funding for public SuDS. Given the likely amendments to existing drainage arrangements, I recommend submitting a PDE and liaising with the Asset Impact Team at Scottish Water. I would generally encourage the inclusion of above ground SuDS such as rain gardens to help manage rainwater on the surface and provide amenity and biodiversity benefits to complement the active travel improvements.</p>	<p>the feedback to date regarding flooding and drainage concerns in particular. The existing Flood Risk Management (Scotland) Act 2009 and planning policies and strategies, including National Planning Framework 4 and Water-resilient places - surface water management and blue-green infrastructure: policy framework, outlines a clear principle for local authorities to help support relieving the burden on sewer networks. The current Scottish Government flood resilience strategy and policy development work should provide clarity and importantly funding for public SuDS. Given the likely amendments to existing drainage arrangements, I recommend submitting a PDE and liaising with the Asset Impact Team at Scottish Water. I would generally encourage the inclusion of above ground SuDS such as rain gardens to help manage rainwater on the surface and provide amenity and biodiversity benefits to complement the active travel improvements.</p>	<p>Water Catchment Planner. I note the feedback to date regarding flooding and drainage concerns in particular. The existing Flood Risk Management (Scotland) Act 2009 and planning policies and strategies, including National Planning Framework 4 and Water-resilient places - surface water management and blue-green infrastructure: policy framework, outlines a clear principle for local authorities to help support relieving the burden on sewer networks. The current Scottish Government flood resilience strategy and policy development work should provide</p>	<p>Catchment Planner. I note the feedback to date regarding flooding and drainage concerns in particular. The existing Flood Risk Management (Scotland) Act 2009 and planning policies and strategies, including National Planning Framework 4 and Water-resilient places - surface water management and blue-green infrastructure: policy framework, outlines a clear principle for local authorities to help support relieving the burden on sewer networks. The current Scottish Government flood resilience strategy and policy development work should provide clarity and importantly funding for public SuDS. Given the likely amendments to existing drainage arrangements, I recommend submitting a PDE and liaising with</p>

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				<p>clarity and importantly funding for public SuDS. Given the likely amendments to existing drainage arrangements, I recommend submitting a PDE and liaising with the Asset Impact Team at Scottish Water. I would generally encourage the inclusion of above ground SuDS such as rain gardens to help manage rainwater on the surface and provide amenity and biodiversity benefits to complement the active travel improvements.</p>	<p>the Asset Impact Team at Scottish Water. I would generally encourage the inclusion of above ground SuDS such as rain gardens to help manage rainwater on the surface and provide amenity and biodiversity benefits to complement the active travel improvements.</p>
98	Online Survey	<p>Removing the filter lane at the lights to make it for cyclists - there is already a tailback of traffic . This will increase again if the lane is taken away and getting in/out of driveways would take forever. Building houses at the east end continues - the traffic on this road will continue to increase. The flatdwellers at the end of the road found out about this and are unhappy. Currently, if they are driving</p>	<p>The current cycle lanes appear to be very under utilised - can you please provide some data/evidence to show the current usage of the cycle lanes. From what I can see as a resident they are rarely used and it seems madness to spend significant sums to simply move one</p>	<p>The zebra crossing at St Lawrence St will not help pedestrians much. It would have been better making small islands - like those at the</p>	<p>Proposed 2 way cycle lanes: South residents would need to watch out for pedestrians, then two-way cyclists, then cars before managing to drive out front ways or reversing.</p>

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		<p>to go to Rosyth, the filter lane helps as when it is clear they can proceed/not be stuck in the middle of the junction. If one lane of traffic is heading towards them it will take much longer for the cars to go right/left in front of them. As some drivers do not signal, it will be a guess which way they are going. The proposed cycle crossing diagonally at the lights means, when the signal is pressed, all traffic will need to be stopped to allow this to be used (i.e. N, S E and W). Again, this will mean more tailbacks along this road and also down Hospital Hill.</p>	<p>cycle lane from one side of the road to the other - what benefit is this providing to residents and/or the general public? Denmark has always had more cyclists than the UK and have carried out projects to find the best type of cycle lanes to install. A Danish report came out that two-way on a road is not a safe option and should never in general be used: https://cyclingsolutions.info/two-way-cycle-tracks/ . Local residents have spoken with keen cyclists who said they would never use a two-way on a road as it is unnatural to cycle against on-coming traffic and if it is semi-dark or dark the car headlights would be blinding.</p>	<p>Sorting Office in Woodmill St, dotted along the road - then design cycle lanes and everything else round these. We don't think cyclists will use the zebra crossing to cross over to the two-way lane, as most will want to head go west, but then head north at the end of the road, so they will not go back and forward, they will just continue to use the north pavement.</p>	<p>Most drivers on the south side reverse out. Kerbs with bollards would need to be far away from driveways not to obstruct cars. Currently, home owners on the south side can reverse out keeping on their side of the road to go westwards, so only have to wait till there are no cars coming along heading west. However, it is proposed to narrow the road, which will mean the road would have to be completely clear both ways as there would be insufficient width to keep on the one side. The volume of traffic is increasing and it would make it more difficult for residents to get in and out.</p>
99	Online Survey	0	0	I drive a utility defender with limited turning circle & works van with no rear side windows so need to reverse into my	0

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				<p>drive. Coming from east to west direction, you have to stop in the road PASSED THE DRIVE to reverse in. New design reduces road to two lanes with extra hazards. Blocking road whilst waiting to reverse. Other road users can't pass & sit too close, stopping us from reversing causing gridlock. West to east, I have to cross road and face oncoming traffic & wait till road is clear. This would not be possible with kerbs & bollards. How do builders deliver goods with the restriction of access? Bucket day - will need to stop in road, to move bins from blocking middle of drive,</p>	

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				<p>before accessing driveway to park. Current queue time approx 3-4 mins at peak times, but cars can pass by. New design traffic will gridlock as need to wait in lane in road until I can access drive. Concerns need to be discussed fully face to face. I see new design as a major safety issue</p>	
100	Library_Survey	<p>The design is not safe and this naïve illustration does not show the fast moving, busy nature of the road. No cyclists will use this lane, travelling so close to what at times are going to be articulated vehicles moving in both directions. The cycling lane segregation starts far too near to the access to properties on the south side and there needs to be significant space to carry out a reversing manoeuvre which to this design will mean further hold ups to all. This design is a mess and at peak periods traffic will back up significantly along Aberdour Rd why is the cyclist not wearing a helmet is a mystery and she will need to wear full body armour - we dont live in Holland.</p>	<p>Why are you proposing to run one of Dunfermlines most precious landmarks. The cycle lane is too wide in relation to the overall width of the road and if this is to be used in the way this illustration suggests then people are going to get injured. If he has any sense this young man will use the pavement on the northside which is the current situation for most cyclists even though there is an existing cycle lane which is rarely used.</p>	<p>Even with the zebra crossing this section of Aberdour Rd will need traffic calming methods employed. The speeds that are regularly witnessed on this street must be known to Fife Council as you had a guy positioned at the cottage inn for weeks. Where are the articulated lorries hurtling along at speed and</p>	<p>In this illustration there is not enough room for 2 cyclists to pass each other safely and if the wheels of a HGV are going to be only inches away from the kerbing then this is not safe especially as shown, there is a pavement which is going to be x10 than taking your chances on the road. I am a resident of Aberdour Road with a disabled wife and nothing I see here is going to help us live</p>

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				<p>where in this illustration is the regular flooding which occurs at the bottom of the drive at no.29. This illustration is impossibly idealistic. People are going to get hurt.</p>	<p>safely in our home. This whole development is not safe and destroys the local environment and doesn't encourage cycling.</p>
101	Library_Survey	<p>I commute on this road daily and with 2 lanes in use this is already a very busy junction. With 1 lane I can only imagine the traffic will tail back further causing further issue getting out of driveways. Many of these drawings are already difficult to navigate. This only seems to make it harder.</p>	<p>Ridiculous. Who has right of way? Who will monitor the traffic flow? At noted previously moving to 1 lane will only cause congestion. On Thursday with refuge collection with considerations have been made? What about the bus stop outside number 33? I can see speed bumps. The addition of these alone should make a considerable safety difference.</p>	<p>Currently cars park on the pavement at either side of the road here. Where do you expect these to go now? Having lived on the street for 12 years I've yet to see 3 cyclists at the same time!! I also note the removal of the bus stop. Where has that gone? The bin for dog litter has also been removed. Presumably we'll see an upturn in hygiene issues instead.</p>	<p>Aesthetically this part 'looks' better however it is still not practical for the street where cars often stop along with delivery vehicles and refuge collection. I've observed this in Edinburgh. Overall just terrible. Could you provide cyclist numbers and the case for this lane?</p>
102	Library_Survey	<p>By removing the left hand filter lane I can envisage huge tailbacks with vehicles sitting idling causing</p>	<p>A bit hazardous exiting driveways - watching out for pedestrians then</p>	<p>By shifting the whole carriageway</p>	<p>Comments from other sections applicable.</p>

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		<p>pollution. I do not think a bidirectional cycle path is safe especially at night due to glare from headlights.</p>	<p>cyclists coming on 2 directions. Speed cushions a good idea. I have been campaigning for this for years and could get nowhere.</p>	<p>northwards and removing current cycle paths, heavy vibrating traffic will be much closer to houses and tree? Disruption to roots. This stretch has been prone to flooding so would like to be reassured that drainage is looked at very carefully. Traffic is non stop morning, noon + night so with the Zebra crossing we will be able to cross the road. When Eastern Expansion was at the planning stage we had a meeting with the Councillors responsible for environment and were told then that all heavy vehicles would be diverted along Carnegie Avenue - never happened. This road has not been</p>	

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				resurfaced for years + was not built for the volume of traffic using it.	
103	Public_Events	Speed bumps need to be in the right location so that it does not impede access to the driveways. Vibrations from HGVs going over speedbumps have cause damage to another of my properties and the Council had to pay considerate reparatory damages.			
104	Public_Events	HGVs use this road as a shortcut so traffic is constantly increasing.			
105	Public_Events	The best way to slow down traffic is not speed bumps but a raised roundabout like the one at the creamtorium at Masterton Rd / Dover Dr.			
106	Public_Events	Ensure drainage is appropriate as current drainage gets blocked easily.			
107	Public_Events	It is illegal to reverse out from a side road into the main road, so residents complaining about not being able to reverse out of their driveways are breaking the Highway Code.			
108	Public_Events	If the footways are narrowed up to the tree pit kerbing the dead space between trees used by residents to park is also reduced creating a "dooring" hazard.			
109	Public_Events	Kids use the footways on the north side of the carriageway, not the south. As a resident with a property on the north side of Aberdour Rd I would prefer the cycle infrastructure on the north side.			
110	Public_Events	We think that a one-direction cycle track on each side of the road would be safer but understand the space constraints. Perhaps the road could become one-way only. If there is no space for a uni-directional solution we would prefer a bi-directional			

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		cycle track on the carriageway on the north side of Aberdour Rd.			
111	Public_Events	There is a path north of Aberdour Rd that could be used as a cycle path instead of using the road.			
112	Public_Events	New drains are needed. The roots are breaking the drains. We don't want to cut the trees but the roots are causing issues.			
113	Public_Events	With the new housing going in near the nursery traffic is only going to increase.			
114	Public_Events	Excessive traffic makes it difficult for residents to drive in and out.			
115	Public_Events	The road could be made one-way.			
116	Public_Events	I think this is actually a good idea, although I still think it is a waste of money. This proposal will tidy up things because at the moment cars drive over the grass verge and make it all muddy.			
117	Public_Events	I would prefer a uni-directional cycle track on each side of the road. A Danish website says that bi-directional tracks are dangerous when on the road.			
118	Public_Events	If you are not a cyclists it is easy to say "we don't want this", but if you are a cyclists you would want to be safe.			
119	Public_Events	This is fantastic please go ahead. I would just like to understand better what the proposed layout is.			
120	Public_Events	I fully support please go ahead.			
121	Public_Events	The shared-use path on Queensferry Rd is not obvious that it's shared-use and I get regular verbal abuse when riding on it. We would prefer a shared-use path with a line delineating space for cyclists.			
122	Public_Events	The cycle track can go behind the metal railing opposite the paint shed rather than removing the filter lane.			
123	Public_Events	The south side is the wrong location for bikes. It should be moved to the north side.			

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124	Public_Events	The broken drainage means that the house at Number 30, where you are proposing the crossing, floods often.			
125	Public_Events	The cycle path that goes through Rex Park can be used instead and this would connect at Shields Road Junction, near Woodmill High School.			
126	Public_Events	I have concerns that the introduction of the bollards and kerbing mean the street won't be cleaned properly.			
127	Public_Events	At first, I supported this design. However, on revision I realised that there would be no where for deliveries and removal vans to stop if the cycle track is put on the south side.			
128	Public_Events	I support this but how will this connect with the path on Queensferry road? It is not clear that the path on Queensferry Road is a shared use path and the bus stop complicates this further. I also find the crossing proposed quite complicated and I worry about more experienced cyclists not following the path at this point.			
129	Public_Events	The removal of the filter lane is a concern. Traffic will become more congested on Aberdour Road, creating longer queues and more challenges for accessing driveways			
130	Public_Events	The wooden bollards are preferred but the number of bollards could be reduced			
131	Public_Events	The lights on the crossing must not be obtrusive and no noise should come from the crossing			
132	Public_Events	Question the strategic identification of this route			
133	Public_Events	Visibility at driveways is already low and there is concern that this proposal will worsen the situation			
134	Public_Events	The trees are not trimmed often enough as it is.			
135	Public_Events	It is felt that this design puts the onus on residents to manage a new hazard			

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136	Public_Events	Leave it as it is.			
137	Public_Events	Communications from Fife Council have not been positive. Why is no one from Fife Council here today?			
138	Public_Events	The eastern section of Aberdour Road was built with little communication and residents on the western section feel they did not understand/were not informed of the implications. A lot of residents think this is a 'done deal'			
139	Public_Events	Community engagement should have been conducted at the beginning of the project before showing/developing the designs.			
140	Public_Events	Concern about where delivery drivers will park when accessing the south side of the street			
141	Public_Events	Start the project again and scrape the designs to date			
142	Public_Events	Appreciate the speed cushions to reduce speeds and traffic management interventions			
143	Public_Events	The Council will not fix the potholes on the road by they will spend money on a project that will provide little benefit.			
144	Public_Events	The number of cyclist on Aberdour Road does not justify this level of intervention			
145	Public_Events	Water ponding at number 30 Aberdour Road (low point) is a serious issue. The Council need to reassess the drainage.			
146	Public_Events	Leave gather currently and how will this be cleared if there is kerbing limiting the space?			
147	Public_Events	If the Council need to realign the road, this could impact the roots of the trees.			
148	Public_Events	The trees have damaged the existing pipes. This needs to be assessed before any construction work is started.			
149	Public_Events	A stronger evidence base is required for the work			

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150	Public_Events	There has not been a structured approach to the project to date			
151	Public_Events	The road network cannot current account for the development of Dunfermline over the last 30 years. People use Aberdour Road to access Duloch so removal of the filter lane will cause congestion. 30 hours are to be developed where the old Pitcorthie School was.			
152	Public_Events	Existing traffic already makes it difficult to enter and exit driveways. This will complicate the situation further. People have to look first for pedestrians, then cyclists, then cars. When going east, there is more time as waiting for both sides to clear.			
153	Public_Events	Block off the street and make it resident and pedestrian access only			
154	Public_Events	Introduction of a 20mph speed limit			
155	Public_Events	Islands along the length of the corridor to provide safer crossing points and slow traffic			
156	Public_Events	Repair the road first. Road and existing cycle lanes are full of potholes			
157	Public_Events	Make the street one way. There was support for this, with speed custions			
158	Public_Events	There doesn't seem to be any documentation to support the decision making to date			
159	Public_Events	Some residents want an independent review of the design			
160	Public_Events	This should not be a strategic route.			
161	Public_Events	Most residents are't against the proposal in principle but do not agree with the infrastructure that is being proposed			
162	Public_Events	No one was notified about the works and they feel they have not been treated with respect			

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163	Public_Events	Why has it taken so long since the last time we provided feedback?			
164	Public_Events	Lorries/HGVs go along Aberdour Road and residents feel this is a safety hazard			
165	Public_Events	Value of the property could be impacted. If they had known this infrastructure was going to be put in, they wouldn't have bought the property. I was provided with a case study from America to show house value would not go down, this is not comparative			
166	Public_Events	The removal of the filter lane will cause rat running around alternative estates			
167	Equalities_Workshop	The existing footway surfaces are not suitable for wheelchair users			
168	Equalities_Workshop	The crossing is a positive change as it will slow down traffic			
169	Equalities_Workshop	Speed bumps need to be closer to the roundabout			
170	Equalities_Workshop	Segregated space for different users is a positive change			
171	Equalities_Workshop	An eco-friendly way of making space so everyone can choose if they want to walk, wheel or cycling.			
172	Equalities_Workshop	Hedges outside the hotel need to be trimmed for wheelchair users and visually impaired users			
173	Equalities_Workshop	The crossing needs to be an appropriate distance from the floating bus stop as this may cause confusion for visually impaired people who use their hearing to navigate the space. More contrasting colours in the design would benefit visually impaired users. The grass verge is of benefit to visually impaired users. The step up on the kerbing would benefit from a contrasting colour so those with visual impairments can identify the kerbing. The gradient and grass verge on the south side will benefit visually impaired users as they are			

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		more likely to feel if they are walking towards the carriageway/proposed cycle track. Islands are also a way of crossing as those with a visual impairment then only have to navigate crossing on lane of traffic at a time.			
174	Education_Engagement	Support the cycle lane but the removal of the filter lane will contribute to growing congestion. Also feel this will lead to people rat running through Pitcorthie estates.			
175	Education_Engagement	Supportive of the cycle track as my teenage children can use it to travel to Dunfermline High School			
176	Education_Engagement	Right now I'd use the pavement rather than cycle on the road at this part of Aberdour Road but if this was put in, I'd use this			
177	Education_Engagement	If the bus stop in this picture gets busy, people might stand in the cycle track. Also it doesn't look like there is enough room for buggies			
178	Education_Engagement	The bidirectional cycle track needs to be 2m the entire route and there needs to be enough room to manoeuvre easily at the point of the bus stop			
179	Education_Engagement	I am concerned about the parking on the north side of Aberdour road. A lot of people currently park here and if you move the kerbing up to the edge of the tree pits people will be quite close to the road. Also if Fife Council eventually bring in pavement parking ban and people park on the road, this street will become quite congested. I also don't think removal of the filter lane is wise and will cause more congestion.			
180	Email	To whom it may concern, Having reviewed the web page I can't see the other designs that were presented to the residents for this section of road. The design highlighted was			

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		<p>one of three viable options but the only on road solution. Can you confirm all options are being considered and not just this on road solution? I was under the impression this would be a true engagement session, one that would consider all existing options and any additional ideas from stakeholders. Is this the case ? My concern is it appears the decision may have already been made and you are there simple to ratify Fife council's decisions. Any additional information would be greatly appreciated.</p>			
181	Email	<p>Hi Eve, On Saturday morning when I attended the Aberdour Road cycle lane briefing I spoke about the flooding/drainage problems and the importance of not damaging the tree roots by any groundworks (e.g. moving kerb on north side). These are 2 issues that had already been communicated at the previous Active Travel (AT) drop-in sessions. You asked that I provide you with a copy of my earlier note/images. Having now discussed this with my neighbour we felt it was particularly important that you were fully aware of the historic flooding/drainage issues. Please find a copy of my earlier note on the subject. Existing Problem Summary: Debris from tree twigs/leaves and other sources has historically blocked drains causing flooding. Additionally, blocked drains on the south side cause water from the east (Pitbauchlie) and west (Hospital Hill) to bypass drains and then flood the low point. This then comes over the middle of the road towards the double drain outside No30 which has often by this time reached capacity, causing serious flood</p>			

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		<p>risk to properties. Fife Council Road Maintenance are fully aware of the historic issues and do make their best-efforts using Road Sweeper vehicles to clear this location, I believe as a priority. New Project Drainage Concerns: There were 2 related drainage issues that I was particularly concerned about and spoke to you about. I summarise as follows: Recessed Drains: The AT plan shows drains on the south side have been recessed into the grass verge/drive areas away from the cycle lane. By recessing these drains there is an increased likelihood that debris shall block these drains with increased levels of water bypassing them.</p> <p>Road Sweeper Maintenance Access: With the new cycle lane infrastructure on the south side, I cannot imagine that the normal road sweeper vehicles can now drive along the gutter and sweep the entire gutter clean. Smaller capacity alternative equipment (e.g. pavement sweepers) are likely to be required and the concern is that this would not be as effective or as regularly scheduled, particularly at key times/events of the year. We would wish to be reassured that the key individuals at Fife Council Maintenance have been specifically informed of the new drain recessing design and other potential maintenance constraints to ensure that this does not adversely affect road maintenance and the known flooding risks in this location. Please let me know if you require any further information.</p>			
182	Email	<p>Hello Eve</p> <p>Thank you for having a chat with me this morning. You have helped me be a little more clear about</p>			

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		<p>the next stage. I am glad to hear more information giving more detail will be forthcoming and hopefully this will be soon.</p> <p>I have spoken to a few neighbours who are, like me, surprised that you have received 85 surveys. We all think most will be from non-residents who will be very happy with having their own space to cycle, but will have no idea whatsoever what it is like to live in this section with the existing problems and the added problems this particular plan will create. Of course, this will suit Active Travel very well as it could help get their plan accepted, which is very devious in my eyes.</p> <p>I mentioned to you that one neighbour said the survey was anonymous when doing it online as there was nowhere to add name and house number. You explained to me there was, so I thought the neighbour had just missed the box. However, after speaking to that neighbour again today, she is sure there was nowhere to add the house number or name and said it was like the paper copy, so I had a look at my paper copy which asks for:</p> <p>the start of home postcode (missing out last two letters), then tick "resident on Aberdour Road" if applicable, but that is all.</p> <p>To me it seems like yet another ploy as, although the resident box can be ticked, there is the possibility that it might not be classed as an objection without a name and house number.</p>			

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		I will see you on Thursday all going well.			
183	Email	<p>Hello again Eve</p> <p>The more I think about this fiasco the more I feel Active Travel and the Council have been holding back important information till the last minute in order to get the result they want. I know you said you would advise me when more information is available, but do you think this will be forthcoming any time soon and before Thursday?</p>			
184	Email	<p>Hi Eve,</p> <p>I have just completed the Aberdour Rd Survey. I indicated in this that I thought there should be a survey box where individuals could make comments on the overall plan. Attached are my further comments.</p> <p>Having attended both consultation sessions I was of the impression that Stantec may not be fully aware of the history and reaction to the previous 3 plans. While this consultation is about the current plan I feel it is worthwhile that you do have an appreciation of how we got to this position.</p> <p>A large number of the residents have expressed their genuine concerns and some have suggested further actions/options and hopefully you learned a lot more about these during the consultation sessions. I have included my own suggestions in the attachment.</p>			

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		<p>This attachment contains 3 sections. Namely the text of my own Survey Response (i.e. a duplicate copy), Recent Plans and Concerns and then Alternative Cycle Lane Options. I have also attached a copy of the original Road Safety Audit (RSA) report with the cover photograph that I make reference to. I hope you would have already been provided with a copy of this?</p> <p>These are my own views/comments. I do not expect any responses to this email, but hope it is useful/informative. If however you do require any further information/clarification from me then please let me know.</p>			
185	Email	<p>Thank you Eve,</p> <p>You've provided the clarity I require.</p> <p>I will admit I do have concerns that the commission specification is unnecessary limited, and by inference targeted at a required outcome.</p> <p>I had hoped the process would examine the entire project, presenting all of the options to those online and in person allowing the stakeholders to develop a fully informed opinion.</p> <p>I would have also like an independent technical review of the plans to be carried out, this should ensure the objectives of the active travel strategy are at the forefront of any final design.</p> <p>We have a responsibility to ensure the funding</p>			

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		<p>provided makes a significant difference to the people of Dunfermline and any final design maximises the positive impact on the target demographic.</p> <p>I'll endeavour to get my formal feedback to you asap.</p>			
186	Email	<p>Greetings Eve</p> <p>We have completed the questionnaire but this only provided limited opportunity to comment on each specific section of the design. Per your suggestion, the following covers our separate comment on the overall concept in general which is of more fundamental importance.</p> <p>The inclusion of speed cushions and the zebra crossing are certainly very welcome with respect to the safety of all users due to the ever-increasing quantity of cars and large vehicles utilising this dual-sided straight residential road which can be subject to fast anti-social driving.</p> <p>However, we do have the following concerns with the current cycle path design:</p> <ul style="list-style-type: none"> • Both of the existing cycle lanes and both pavements are currently all utilised by cyclists as well as by fast, but silent e-scooters and e-bikes, however it is pertinent to highlight that it's the more convenient north side pavement that is the most favoured by less confident 2-wheeled users as well as mobility buggies. This is the case particularly with high school pupils that cycle to and from school each day. Many of these users, who are the intended beneficiaries from the new facility, are very unlikely to transfer to a 2way south side route 			

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		<p>and will remain on the reduced north side with no cycling lane support to the further detriment of pedestrians and exiting home owners.</p> <ul style="list-style-type: none"> • A reduced north side pavement with no buffer will also impact safety related to the parked cars as these would now be roadside. Numerous residents from either side, as well as visitors and delivery drivers rely on this parking. • The road vehicles will now run approximately 1.8m closer to the north side properties, which are already much nearer the road as well as being at the same level, in comparison to the homes opposite. The overall street-scape risks becoming unbalanced and will have a direct negative impact upon the north side homes with increased noise and vibration. • Car access and egress at the sloping drives to the south side will be even more challenging than this is currently, to the point of being unsafe. Most of these properties also have more than one car which necessitates regular awkward switch over manoeuvres. • The raised cycle way buffer kerb and bollards will restrict emergency services, refuse collection and deliveries, as well as utility and council maintenance access to the grassed verge. The bollards are unsightly and likely to suffer damage. • Reference the 'Cycle by Design' guide recommendations, thorough audits of all the relevant activities that take place in this location, as well as precisely how they perform or are impacted by current circumstances help to identify the best compromise for all, with compromise being unavoidable due to the existing limitations. Also, 			

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		<p>the proposal drawing appear to have been inadequately checked on site to ensure this is accurate and up-to-date, as clarified further in our separate comments on each section.</p> <p>The previous rejected 7/3/2023 proposal placed the cycle path on the north side, chicaning this around the trees with the parked cars relocated to the roadside. An earlier 15/3/2022 north side proposal ran the 2way cycle path at roadside with a shallow kerb but this was never formally presented for residents comment.</p> <p>However, taking account of the 'Cycle by Design' design criteria, as a resident this initial scheme actually appears to offer the best compromise. Similar to the current scheme, by combining the 2 existing cycle lanes and incorporating the existing north roadside buffer strip at the tree pits, a 3m wide 2way cycle provision can be provided, having a 2m wide cycle lane with 1/2m roadside buffer and 1/2m buffer to the remaining parked cars between the trees. If this were surfaced in red, as recommended, this will encourage usage whilst discouraging interference. The buffer strips can be bordered with a lowlevel kerb and reflective lowlevel HD rubber delineators at the roadside that discourage, but don't prevent, crossover.</p> <p>The compromise with having the cycle path on the north being that driveway and parked cars will have to cross the cycle lane, which occurs currently to both sides and would also apply to the new proposed south side provision. The inclusion of speed calming measures to the road and improvements to the drainage will greatly enhance the perceived safety of cyclists and encourage the usage of the cycle lane to the north. Whether this</p>			

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		<p>is best achieved by speed cushions or reduced limits needs to be assessed by a road specialist. The resultant increased likelihood that such a cycle lane provision to the north will be utilised is encouraged by the supporting availability of the adjacent parking zone, where this is clear, and also if necessary the 2m+ footpath which provide cyclists an alternative transfer between these subject to any temporary obstruction or safety concerns. As well as benefiting pedestrians and residents as a result.</p>			
187	Email	<p>Hi Eve,</p> <p>It is good to see Stantec have provided some initial feedback from the drop-in sessions and survey responses and have also addressed some common queries. There is a wide mix of views as would be expected from a diverse range of stakeholders.</p> <p>In response to a question at the first drop-in session on Saturday 17th Feb you identified that there were already 85 survey responses. This is an amazingly fast response in the first 3 days of a survey, which opened on Wednesday 14th Feb. It was my understanding that the residents were waiting for information from the drop-in sessions before completing the survey so I can only assume there was a minimal number of responses from the residents, within these 85 submissions. To the best of my knowledge, it was only the Aberdour Road residents (and a few local community representatives) who actually attended any of the drop-in sessions to understand the details of the latest AT plan.</p>			

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		<p>The vast majority of people (including myself as a leisure cyclist) are supportive of safe cycling spaces and would normally welcome new cycle lane infrastructure. The east end of Aberdour road is a successful example of such a scheme. The west end of Aberdour road however is a totally different situation with major constraints and the previous 3 AT plans have all resulted in strong resident opposition. This is not just a NIMBY reaction. Numerous residents have expressed genuine concerns/objections and it is for this very reason that the Dunfermline Area Committee has asked AT to review the project, which prompted this Stantec activity.</p> <p>It is important that all stakeholders' views are identified within the final report and I trust Stantec shall provide a detailed and transparent report which includes all issues for all groups/stakeholders. While there will be a lot of general support for this and other similar projects from cyclists and environmental groups etc. they probably have only a limited understanding of the local key issues and concerns relating to this particular area. The residents are a very small group of about 55 houses and it is essential that their views are not swamped by the potentially large cycling/environmental lobby.</p> <p>I would request that the final report is structured in such a manner that the members of the Dunfermline Area Committee can clearly differentiate between the large number of survey respondents who generally support the</p>			

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		<p>development of cycle projects such as this and the smaller number of Aberdour road residents who have raised specific issues of concern. This to enable the Dunfermline Area Committee to make a fair and considered decision.</p> <p>I would again stress that the residents' views are of particular importance as it is the residents that would have to live with the consequences of any poorly implemented scheme.</p>			
188	Email	<p>Hi Eve</p> <p>Can I register my additional concerns:</p> <p>Hi Hello, I am afraid as i did not make the consultation days as I was very ill and was put on bedrest and give large doses of painkillers and antibiotics I filled out a survey and told them that but got no answer as there seem to be no provision for those but I have genuine concerns and feel i must get these sent to you so you are aware concerns.</p> <p>if i am correct they have also changed or maybe it was there but the lane is also for wheelchairs to use I guess both manual and electric as I hope I have got that wrong as how will that work my wheelchair is manual so arm power and not very fast and I believe there will be not a lot of room due to the length so it would have limited room for overtaking this could cause quite significant delays in my opinion. and have doubts with the size and my oversize wheelchair that will happen but I thought I got that wrong. The same concerns as</p>			

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		<p>the cyclist at the light crossing and time taken to get from one side to the other using the crossing it will need extra time to do this simple maneuver. Are there going to be speed restriction signs for the cyclists? Surely there will be signs saying cyclists shout dismounts and the law changed i think but it is the cyclists who have right of way so if a cycle is hit by a vehicle then it is the vehicles fault.</p> <p>I had another serious concern about motorised cycles and electric wheelchairs, and the electric buggies that go very fast and a lot just use the road they vary and size but can be very big and i doubt you would get passed them plus the can vary quite considerable in speed which to me there is a accident waiting to happen. The government is making it harder for the elderly so the elderly it is cheaper just to get a mobility buggy hence the big increase in these low cost low maintenance option and can get you from A TO B easily and quickly and a lot cheaper with less restriction as said no lice just like a wheelchair user is as well and now if i read it correctly they will get access to the lane as well. which wheelchairs depending on the motor size can go up to 15mph again with motorised cycles another user which will use it and i am sure one of those target but has this all been set up as the sharks will smell blood if there is any accidents with any the above as we will have brought it to the Councils attention via the contractors employed to listen to concerns and deal with them if i am correct attention so nobody can say we were not aware., which I believe all these motorised form of transport falls in the cycle category although I am not sure but assume it has been covered by you. but categorized as a cycle that does not have</p>			

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		<p>the same issues or does it?. It seems like more issues.</p> <p>I still want my opinion sought and answered like everyone else and feel provision should have been sought for home visits for those that are bedded down or housebound patients due to severe illnesses due to illness and someone to answer my questions. Many thanks. I like many of additional comments and I again join and share the additional comments and was completely unaware like many seemily and don't see any mention of these valid and additional comments and feel we are been hoodwinked into submission and feel that because of all this I feel are missing that the Press should be involved from the people and concerned residents point of view and not advanced nice talk from the fife council publication and spin department with spin and one of the few depts to double over the last few years in size I. thought this it was still under consultation and scrapping the idea or dealaying it till all questions were asked are answered but again not even for consideration anyware more spin I believe.</p> <p>Another big concern I have and put it in but told not to worry about it by the project engineer which I feel was not an appropriate answer or any answer and guess that was not even logged. Can you assure me if they are so and when my comments/email were logged as you will have the details as i only use email due to suffering from severe Dyslexia and I do not use the phone only email.</p> <p>The question I have is to do with the the delay</p>			

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		<p>from the traffic lights when the button is pressed and all lights go to Red and stop all traffic does that include the cycle lane as we or do they just continue and do not stop as i experience this daily build up of delays and due to the increase the build up of traffic and i now can wait up to 15 minutes to reverse my WAV wheelchair assisted vehicle due to the increase in traffic which there is and has not been answered i sit for quite long waiting on the traffic dying down worse at peak times and the motorist get angry and i am regularly subject to verbal abuse who think i have no right to cross the road in my vehicle and reverse of course I add to the congestion as Fife Council place restriction and only removed the kerb at the bottom of the tree so i have inches only to negotiate getting in my gate and drive which i have to go very slow due to the big obstacle called a tree.</p> <p>I hope I am not too late and as said I would like my name added to what she has said in her email and have the same concerns. I am sure she has spoken to you about them.</p> <p>Regards</p>			
189	Email	<p>Hi,</p> <p>I would just like to add a bit about the bus stop, floating bus stops have been deemed a possible danger to disabled people.</p> <p>Call for major rethink on 'floating bus stops' https://www.bbc.co.uk/news/av/uk-england-london-68521108</p> <p>Also is that a diagonal cycle lane across at the traffic lights?!! This is an incredibly dangerous and daft idea! Traffic turning left could easily not see</p>			

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		<p>them coming up the inside and it's a straight lane meaning cars curving around right alongside could go on the lane accidentally and not see a bike coming up the left side as they turn right. Cars coming from the other side would also have to go across this cycle lane and avoid cyclists too. I thought the point of a cycle lane was to avoid and separate traffic!</p>			
190	Email	<p>Hi,</p> <p>Forgot to say in my email, what percentage of the surveys are actually residents detrimentally affected by the cycle lane and will this be taken into consideration? In case you get a lot of surveys that are saying there's no problems and they outnumber the residents that are actually affected.</p>			
191	Email	<p>Hello Eve</p> <p>Due to lack of space in each input box on the survey and not having a fifth section to give an opinion on the overall design plan, I wish to add the following comments:</p> <p>As you know, this started in January 2023 and during last year three plans were created and rejected for various reasons:</p> <p>Plan 1 - No segregation on the north pavement between pedestrians and two-way cyclists, therefore creating a dangerous area for everyone including children, hard of hearing, disabled, short-sighted, older people etc.</p>			

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		<p>Plan 2 - Pedestrians on inside of the north pavement, two-way cyclists in the middle, but going in and out of the trees and lay-bys on the road for parking. It was felt cyclists would use the straightest route on the inside and not the middle; lay-bys would reduce the number of residents' parking spaces.</p> <p>Plan 3 - Two-way cycle lane on the south side road with a crossing to the west of and near to the Blacklaw Road mini roundabout. Objectors felt the crossing only benefitted cyclists, being too far away from most of the houses. Details of the 16 objections against a two-way lane on the road will probably be repeated on the current survey, as this has not changed with a new plan, as was expected, and Active Travel has just ignored everyone.</p> <p>Active Travel's comments in the "What You told Fife Council Section" is greatly condensed and misses out a lot of important issues raised against Plan 3. I would question that most residents were happy to keep the trees, as I know of quite a few who suggested removing them would give a wide flat surface to encompass pedestrians, cyclists and parking separately on the north pavement. We were advised tree removal would not happen I think mainly for cost. However, why it is not being considered is unbelievable as the Council is quite happy to remove trees in Methil to create a cycle lane there, even though the trees are the third size of those in our road and no way as dangerous or with roots that cause surface problems.</p>			

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		<p>I would also dispute the comment "access to driveways would also be maintained", as major issues were highlighted about the existing difficulties, which would be exacerbated even further with a two-way lane. My objections, along with other residents, included:</p> <p>Current access to driveways, especially on the south side, has become more difficult due to traffic. A narrower road will make any manoeuvre in or out even more difficult. Kerb stones on the south side would need to be well away from driveway entrance edges to give enough free area to swing cars round. Even if this happens, residents who reverse in need to park firstly along the road at the pavement grass edge in the gutter area, which would be on the cycle lane and maybe over a kerb stone too (if no bollard is on it), wait for the road to be clear, then manoeuvre in - all not easy to do.</p> <p>Reversing out with a narrower road over a two-way lane will also be more problematic. If going west I can stay on my side of the road at present so only have to make sure there are no cars coming from the east side. On to a narrower road I would end up on the other side so will have to wait till there are no cars coming from east and west, which would be forever and like waiting for paint to dry!</p> <p>When entering the driveway from the west it is a matter of sitting in the middle of the road for quite some time for the road to be clear and at the moment I can still ensure no cyclist is approaching on the single lane from the east. It is a fact traffic</p>			

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		<p>volume will continue to increase due to more house building, Crossing a two-way lane when entering then becomes more of a problem. Whilst waiting in the middle position there is the possibility of a cyclist approaching from the west, but might not be noticed if that cyclist is in the car mirror blind spot and also harder to see when dark!</p> <p>The street lights have been changed to LEDs and are not as bright. These should have been twice the length. It is now very difficult to see the driveway entrance in the dark until practically on it. The Council's answer is "it is not their responsibility to light up driveways:. However, if crossing a cycle lane it is important to make that lane as visible as possible. Some cyclists wear very dark clothes and have poor bicycle lights.</p> <p>Anyone wishing to sell their house may find fewer interested parties if this design goes ahead and therefore may result in devalued properties.</p> <p>Most residents are not at all happy that Active Travel has changed the process so far down the line by allowing non-residents to give views on cycle lanes as that has just created an unfair playing field in this instance. Non-residents will probably think it's a good idea as they have no knowledge of the problems with traffic/crossing the road/access to driveways that have been increasing greatly over the years. It is therefore hoped the Stantec Report will clearly distinguish between the residents' and non-residents' views as the latter could easily sway the result and, of course, would be in Active Travel's favour.</p>			

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192	Email	<p>Hi Eve</p> <p>I have been advised to provide comments to you direct by email regarding the proposed changes to the road/cycle path along Aberdour Road.</p> <p>My understanding from speaking to residents and reviewing the proposals is that Plan 4 is not an entirely new design (as was expected) as it does not address the 16 objections which mainly related to the proposal to create a two-way on the south road as the sentiment would just not work. It appears just to be Plan 3 with add-ons: zebra crossing, some speed bumps; taking away the car filter lane going to Rosyth at the traffic lights; adding a diagonal lane with signals diagonally across the traffic signal area from corner on south side across to north corner (this can be seen in one of the sketches).</p> <p>In terms of concerns, these can be summarised as follows:</p> <ul style="list-style-type: none"> • South residents would need to watch out for pedestrians, then two-way cyclists, then cars before managing to drive out front ways or reversing. Most drivers on the south side reverse out. Kerbs with bollards would need to be far away from driveways not to obstruct cars. • At the moment home owners on the south side can reverse out keeping on their side of the road to go westwards, so only have to wait till there are no cars coming along heading west. However, it is proposed to narrow the road, which will mean the 			

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		<p>the road or with their own layout away from the road. There are binding rules for their placement along the roads. The design of track termination and intersections is particularly important. cyclingsolutions.info</p> <ul style="list-style-type: none"> • Local residents have spoken with keen cyclists who said they would never use a two-way on a road as it is unnatural to cycle against on-coming traffic and if it is semi-dark or dark the car headlights would be blinding. • It is the intention to remove the filter lane to Rosyth at the traffic lights and make it for cyclists. We already have a tailback of traffic which continues to get longer, which will then increase again if the lane is taken away and getting in and out of driveways would take forever. Building houses at the east end still continues so the traffic on this road will continue to increase. • There are 30 houses being built at the old Pitcorthie School, which could potentially mean another 60 cars to contend with, or possibly more. • The flat dwellers at the end of the road found out about this and are not happy. At the moment if they are driving out to go to Rosyth, the filter lane helps as when it is clear they can proceed and not be stuck in the middle of the junction. If one lane of traffic is heading towards them it will take much longer for the cars to go right or left in front of them and as some drivers do not signal, it will be a guess which way they are going. • The proposed cycle crossing diagonally at the traffic lights means, when the signal is pressed, all traffic will be need to be stopped to allow this to be used, i.e. north, south, east and west, therefore again this will mean more tailbacks along this road 			

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		<p>and also down Hospital Hill.</p> <ul style="list-style-type: none"> • The zebra crossing at St Lawrence St will not help pedestrians much; it would have been better making small islands - like those at the Sorting Office in Woodmill St, dotted along the road - then design cycle lanes and everything else round these. We don't think cyclists will use the zebra crossing to cross over to the two-way lane, as most will want to head go west, but then head north at the end of the road, so they will not go back and forward, they will just continue to use the north pavement. • It has been suggested that pavements on the north side could be narrowed to the stone edges round the trees. If this were to happen the roots might be disturbed, therefore the trees might become more dangerous than they currently are. A few years ago, after a gale, a tree at the top of Malcolm St was uprooted and fell over on to a bungalow roof and caused significant damage. Thankfully no-one was injured but they could have been and there is the potential for this to happen up and down the north side of Aberdour Road if the pavements were to be narrowed. <p>I hope that explains my concerns but happy to provide further information if that would be helpful.</p>			
193	Email	<p>Hi Eve</p> <p>I have been advised to provide comments to you direct by email regarding the proposed changes to the road/cycle path along Aberdour Road. I use the Road frequently to visit family and friends and to access my local golf club, to name just a few of the times I use this route.</p>			

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		<p>My understanding from speaking to my daughter who lives in Aberdour Road, and who is in touch with local residents, that the proposals in Plan 4 is not an entirely new design (as was expected) as it does not address the 16 objections which mainly related to the proposal to create a two-way on the south road as the sentiment would just not work. It appears just to be Plan 3 with add-ons: zebra crossing, some speed bumps; taking away the car filter lane going to Rosyth at the traffic lights; adding a diagonal lane with signals diagonally across the traffic signal area from corner on south side across to north corner (this can be seen in one of the sketches).</p> <p>In terms of concerns, these can be summarised as follows:</p> <ul style="list-style-type: none"> • South residents would need to watch out for pedestrians, then two-waycyclists, then cars before managing to drive out front ways or reversing. Most drivers on the south side reverse out. Kerbs with bollards would need to be far away from driveways not to obstruct cars. • At the moment home owners on the south side can reverse out keeping on their side of the road to go westwards, so only have to wait till there are no cars coming along heading west. However, it is proposed to narrow the road, which will mean the road would have to be completely clear both ways as there would be insufficient width to keep on the one side. The volume of traffic is increasing and it would make it more difficult for residents to get in and out. 			

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		<ul style="list-style-type: none"> • If parking problems and access issues are exacerbated on the south side - which I believe they would be if the proposals were to go ahead - this will also exacerbate problems on the North side as people are more likely to park on that side of the road which will make things more congested on both sides of Aberdour Road. • Large lorries and buses use this road constantly and currently they just fit in to the lanes as they are now, so narrowing is much more likely lead to accidents which everyone will be keen to avoid. • The current cycle lanes appear to be very under utilised - can you please provide some data/evidence to show the usage of the cycle lanes at the moment. From what I can see as a resident they are rarely used and it seems madness to spend significant sums to simply move one cycle lane from one side of the road to the other - what benefit is this providing to residents and/or the general public? • Denmark has always had more cyclists than the UK and have carried out projects to find the best type of cycle lanes to instal. A Danish report came out that two-way on a road is not a safe option and should never in general be used. Here is the link: https://cyclingsolutions.info/two-way-cycle-tracks/ <p>Two-way cycle tracks along the road or with their own layout Two-way cycle tracks can either be placed along the road or with their own layout away from the road. There are binding rules for their placement along the roads. The design of track termination and intersections is particularly important. cyclingsolutions.info</p>			

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194	Email	<p>Hi Eve</p> <p>Plan 4 is not an entirely new design (as was expected) as it does not address the 16 objections which mainly related to the proposal to create a two-way on the south road as the sentiment would just not work. It appears just to be Plan 3 with add-ons: zebra crossing, some speed bumps; taking away the car filter lane going to Rosyth at the traffic lights; adding a diagonal lane with signals diagonally across the traffic signal area from corner</p>			

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		<p>on south side across to north corner (this can be seen in one of the sketches).</p> <p>In terms of concerns, these can be summarised as follows:</p> <ul style="list-style-type: none"> • South residents would need to watch out for pedestrians, then two-way cyclists, then cars before managing to drive out front ways or reversing. Most drivers on the south side reverse out. Kerbs with bollards would need to be far away from driveways not to obstruct cars. • At the moment home owners on the south side can reverse out keeping on their side of the road to go westwards, so only have to wait till there are no cars coming along heading west. However, it is proposed to narrow the road, which will mean the road would have to be completely clear both ways as there would be insufficient width to keep on the one side. The volume of traffic is increasing and it would make it more difficult for residents to get in and out. • If parking problems and access issues are exacerbated on the south side - which I believe they would be if the proposals were to go ahead - this will also exacerbate problems on the North side as people are more likely to park on that side of the road which will make things more congested on both sides of Aberdour Road. • Large lorries and buses use this road constantly and currently they just fit in to the lanes as they are now, so narrowing is much more likely lead to accidents which everyone will be keen to avoid. • The current cycle lanes appear to be very under utilised - can you please provide some 			

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		<p>data/evidence to show the usage of the cycle lanes at the moment. It seems madness to spend significant sums to simply move one cycle lane from one side of the road to the other - what benefit is this providing to residents and/or the general public?</p> <ul style="list-style-type: none"> • Denmark has always had more cyclists than the UK and have carried out projects to find the best type of cycle lanes to instal. A Danish report came out that two-way on a road is not a safe option and should never in general be used. Here is the link: https://cyclingsolutions.info/two-way-cycle-tracks/ <p>Two-way cycle tracks along the road or with their own layout Two-way cycle tracks can either be placed along the road or with their own layout away from the road. There are binding rules for their placement along the roads. The design of track termination and intersections is particularly important. cyclingsolutions.info</p> <ul style="list-style-type: none"> • Local residents have spoken with keen cyclists who said they would never use a two-way on a road as it is unnatural to cycle against on-coming traffic and if it is semi-dark or dark the car headlights would be blinding. • It is the intention to remove the filter lane to Rosyth at the traffic lights and make it for cyclists. There is already a tailback of traffic which continues to get longer, which will then increase again if the lane is taken away and getting in and out of driveways would take forever. Building houses at the east end still continues so the traffic on this road will continue to increase. • There are 30 houses being built at the old 			

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		<p>bungalow roof and caused significant damage. Thankfully no-one was injured but they could have been and there is the potential for this to happen up and down the north side of Aberdour Road if the pavements were to be narrowed.</p> <p>Please include me in any feedback loop on the progress of this matter.</p>			

Appendix D Resident Engagement

- D.1.1 The aim of this consultation exercise is to evidence all views from all those who use the area. This is particularly important to deliberate a solution for the common good. In order to contextualise the findings in this report it is crucial to acknowledge the responses received from residents of the project area.
- D.1.2 Residents of Aberdour Road accounted for 30% of the engagement responses, and they made up most of the attendees at both public events. Of the 35 residents who completed the online survey, 16 provided their house number in the optional text box. **Table 8-1** shows the number of residents from both the north and south side of Aberdour Road.

Table 8-1: Number of Responses by Location of Residency

North Aberdour Road	South Aberdour Road
9	7

- D.1.3 Residents in the project area have been engaged regarding the project since the beginning of 2023. For this reason, it was deemed important that their views be summarised here to develop a comparative analysis of residents' views with the view of Dunfermline and wider community respondents.
- D.1.4 The main areas of concern are summarised in **Table 8-2** below.

Table 8-2: Summary of Concerns from Residents of the Project Area

Theme	Concern
Traffic	Some residents feel that removing the filter lane will worsen congestion in the project area. This, combined with the introduction of a bidirectional cycle track on the south side, they feel will make it more challenging to access private properties along the length of the route.
Safety	Most residents felt that a shared use facility on the north side would not be safe as user conflict may occur, with testimony of a resident been hit or almost hit by cyclists on the footway on the north side of Aberdour Road. Some deemed a bidirectional cycle track on the south side unacceptable due to safety concerns when accessing driveways. Some also felt that by realigning the carriageway north, the buffer that allows residents to open car doors safely after parking would be removed. This would also disrupt the tree roots creating further hazard. Most accepted the proposal of a crossing and traffic calming measures, with some concerns of the negative impact on properties associated with speed cushions. There has been no significant objection to the introducing a 20mph speed limit in the project area.
Access	Residents expressed that accessing driveways south of Aberdour Road is already challenging. Most expressed that they drive into their driveways and reverse out, this combined with the location of trees reduces visibility. Some residents described the importance of retaining parking on the north side. Most residents questioned how deliveries, removals and services will be conducted on the south side of Aberdour Road if this infrastructure is delivered.

Theme	Concern
Maintenance	Drainage was a key concern for most residents. Residents also referenced the impact of the tree line on maintenance in the project area.
Project Communications	Residents have generally been dissatisfied with project communications and management.
Alternative route and infrastructure	Residents have suggested an alternative, off-road solution. Some residents have also suggested that the cycle track be reinstated on the north side of Aberdour road through a raised pavement with a dropped kerb to provide a level of segregation. Additionally, a one-way system was discussed at the first public drop-in event.
Network	Some residents questioned why Aberdour Road was identified as a strategic route and suggested alternative locations.
Property value and street aesthetic	Some residents felt that the proposal would reduce the value of their property as the aesthetic of the street. Some residents stated that the proposed infrastructure is not in keep with the character of the street.