



# Learmonth Terrace (Dean Park Crescent) Walking and Cycling Improvements

Consultation Summary Report  
April 2017

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# 1 Introduction

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Residents asked the City of Edinburgh Council (CEC) to improve pedestrian safety on Dean Park Crescent and Learmonth Terrace. CEC developed a scope and commissioned a consultant to take the proposals forward.

The proposed scheme would transform the junction, with improved pedestrian crossings, cycle lanes and simplified vehicle movements. Reducing the speed of vehicles turning from Queensferry Road and simplifying vehicle movements are key considerations. The scheme includes four design stages: feasibility, preliminary, detailed and construction design exercises. At each stage CEC and the consultant will undertake a range of consultation and community engagement with stakeholders to achieve better outcomes.

This report summarises the consultation exercise undertaken during the feasibility stage of walking and cycling improvements at the junction of Learmonth Terrace, Oxford Terrace, Queensferry Road and Dean Park Crescent.

## 2 Proposals and Site Photo

The proposals are highlighted below and include road closures, widened footways, and a segregated cycleway on Queensferry Road in the immediate area of the junction.

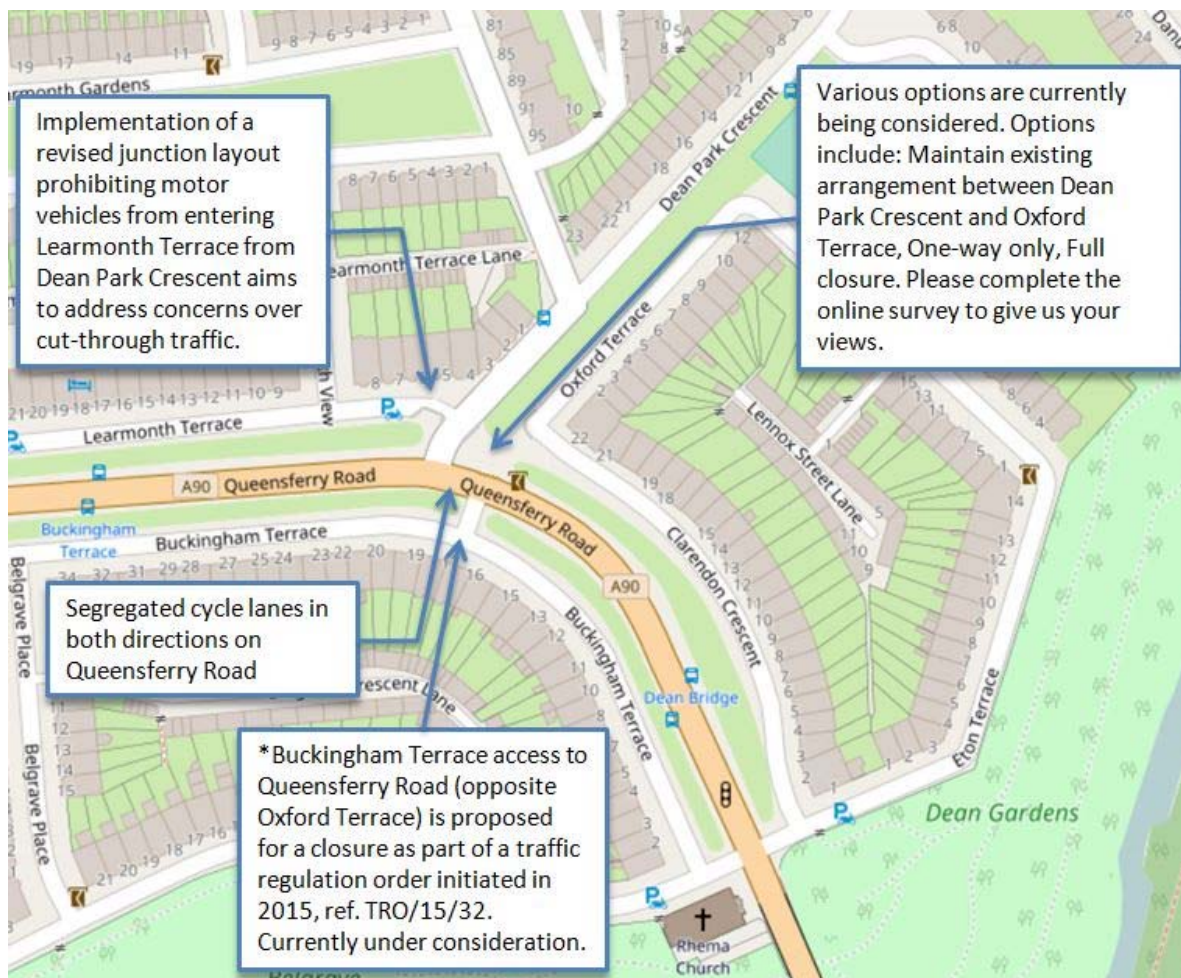


Figure 1 High level proposal for the junction



Figure 2 Site photo

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## 3 Forms of Consultation

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

Meeting/workshop with external stakeholders	✓	On 16 November, 2016, CEC and the consultant made a presentation to Stockbridge and Inverleith Community Council.
Consultation Hub	✓	Information was posted on the CEC consultation hub from Monday 6 February, 2017 to Monday 6 March, 2017.
Social Media	✓	CEC Twitter page.
Online Survey	✓	156 responses were received on the survey.
E-mail Consultation	✓	7 emails were received. 2 emails were from stakeholder organisations, and 5 were from members of the public (1 of these was received via a Councillor)

## 4 Stakeholder Organisation Emails

A total of 2 stakeholder organisations provided e-mail feedback during the consultation and both were supportive of the proposals.

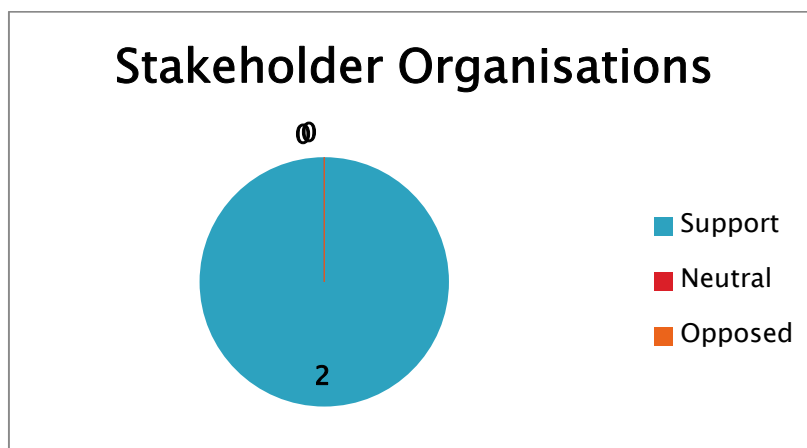


Figure 3 Stakeholder organisations support for proposals

In addition to the broad levels of support shown above, some of the key issues raised by the stakeholder organisations are shown below.

Table 1 Learmonth Terrace – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Risk of too much focus on cycling – walking must be emphasised	1
2	Dean Park Crescent is used as a rat run from Queensferry Road to Stockbridge and Fettes	1
3	Suggestion that the speed zone should start farther down Queensferry Road so that traffic on Dean Park Crescent junction is moving more slowly	1
4	Cyclists should be permitted to turn right from Dean Park Crescent to Learmonth Terrace, whilst this movement should be banned for motor vehicles	1

Source: External stakeholder organisation e-mails

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

## 5 Members of the Public Emails

A total of 5 members of the public provided e-mail feedback during the public consultation of which 4 were supportive and 1 was opposed. 1 of these emails was received via a Councillor.

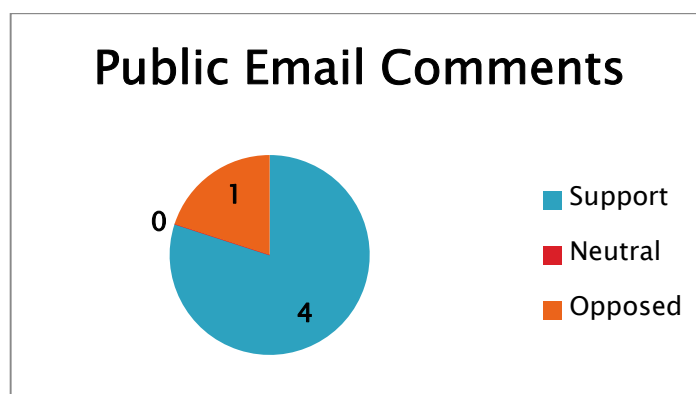


Figure 5 Public support for the proposals

Table 2 Learmonth Terrace – Key Public Issues Raised:

Issue Rank	Issue	No. of Responses
1	Concern that parking near the junction, at the end of Learmonth Terrace, may be reduced	1
2	Concern about the road surface – will it be improved?	2
3	Segregated cycleways on Queensferry Road	1
4	Existing arrangement can be confusing for non-local drivers	1
5	Concern that the proposals will lead to cut-through traffic on South Learmonth Gardens, etc..	1
6	Concern that the proposals will lead to problems with servicing the bins	1
7	Support for segregated cycleways on Queensferry Road	1
8	Concern about the online survey and whether Edinburgh Council incorporated input from Stockbridge and Inverleith Community Council	1

Source: Members of the public emails

A full list of public email comments is provided in **Appendix B**.





# 6.1 Level of Support for Proposals

“To what extent do you support plans to improve walking and cycling conditions in this area?”

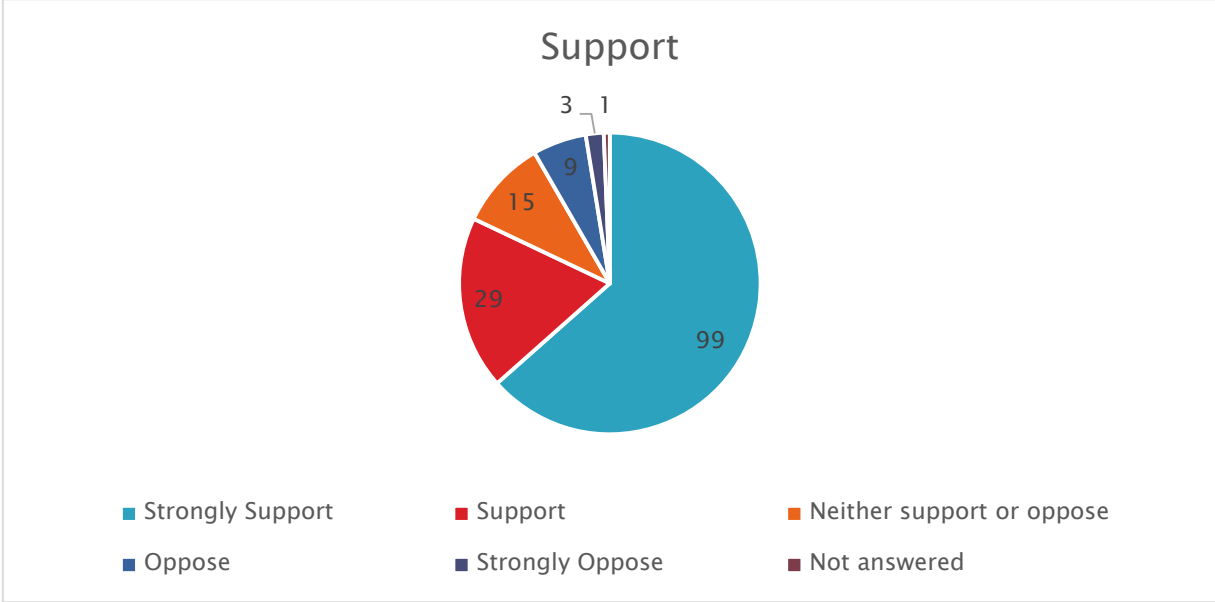


Figure 7 Level of support

## 6.2 Access Between Dean Park Crescent and Oxford Terrace

**“Please rank the following options for motor vehicle access between Dean Park Crescent and Oxford Terrace. (1=most preferred, 4=least preferred)”**

### **Option 1**

No motor vehicle access between Dean Park Crescent and Oxford Terrace. Maximum benefit to walking and cycling.

### **Option 2**

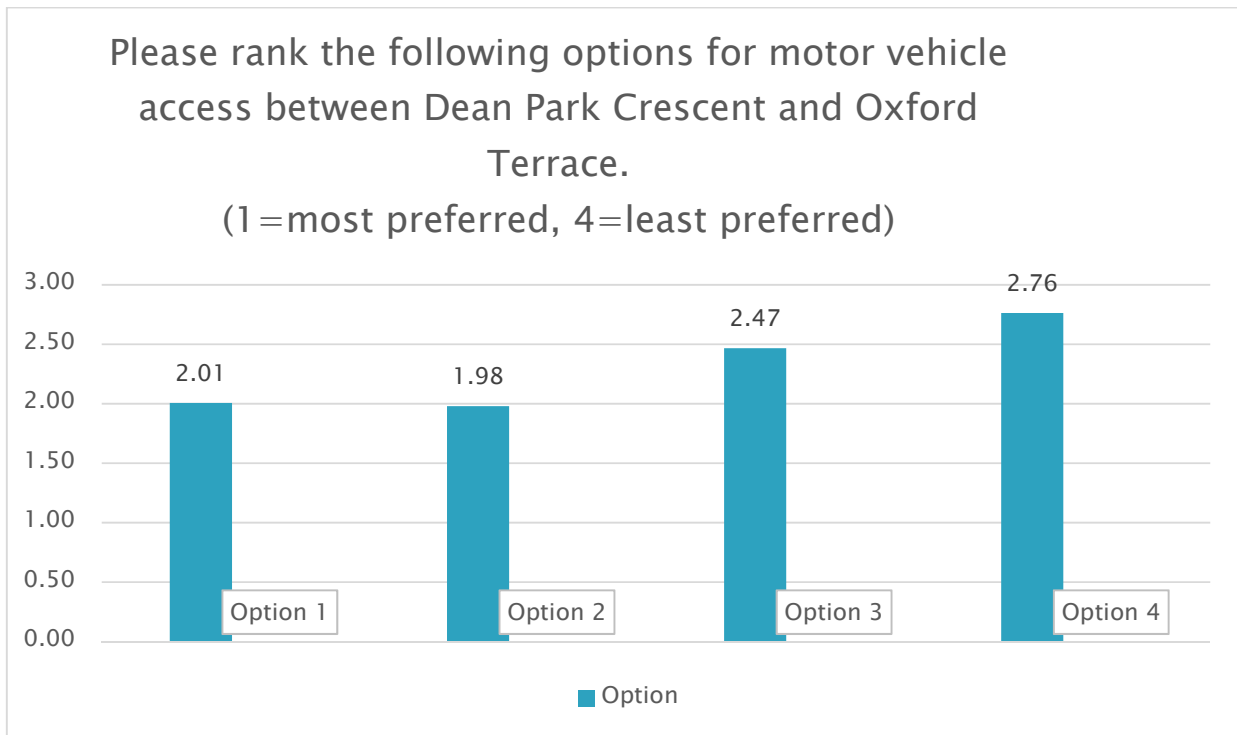
1-way access. Motor vehicles permitted to travel westbound only (from Oxford Terrace to Dean Park Crescent). Significant benefit to walking and cycling.

### **Option 3**

1-way access. Motor vehicles permitted to travel eastbound only (from Dean Park Crescent to Oxford Terrace). Limited benefit to walking and cycling.

### **Option 4**

2-way access between Dean Park Crescent and Oxford Terrace as existing. No benefit to walking and cycling.



**Figure 8 Access preference**

The 156 responses indicated a preference for Option 2.

## 6.3 Survey Respondent Demographics

### “Your gender”

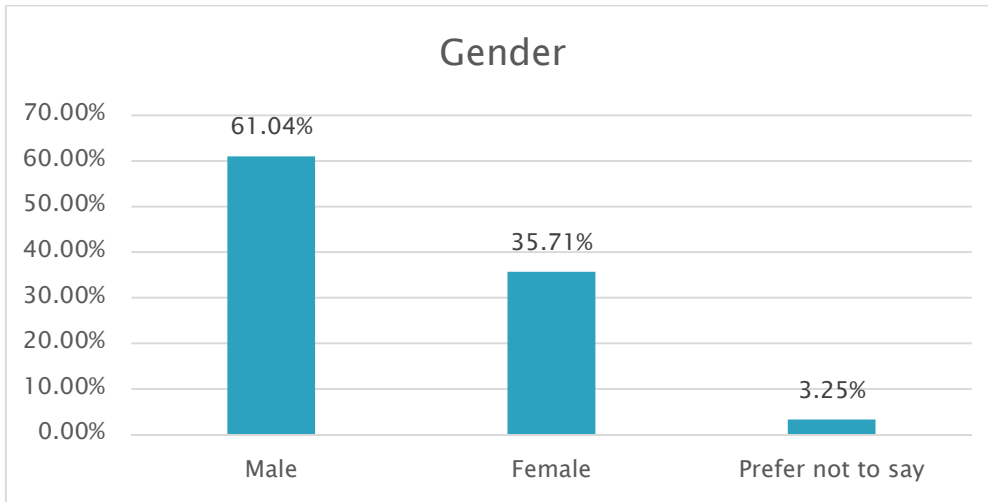


Figure 9 Gender

### “Your age”

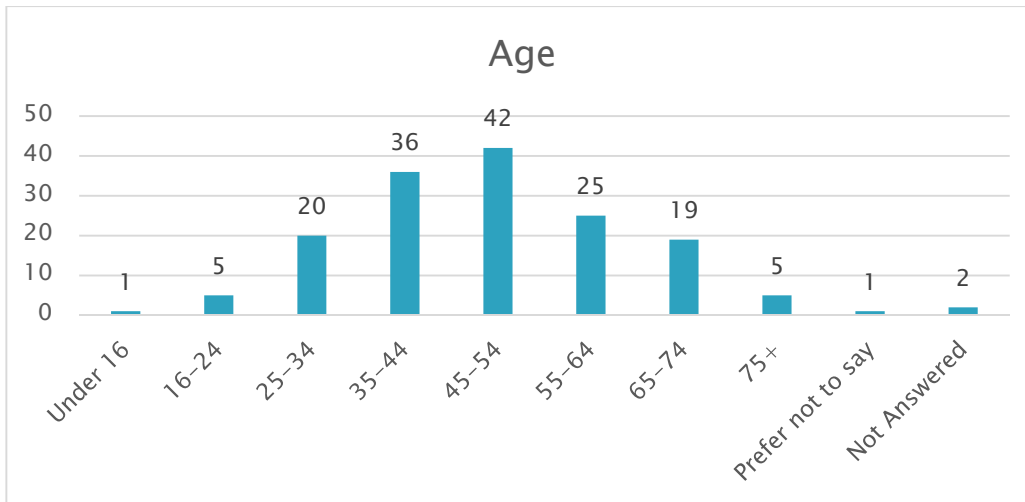


Figure 10 Age

## 6.4 Demographics of Support

### Levels of support for proposals by gender

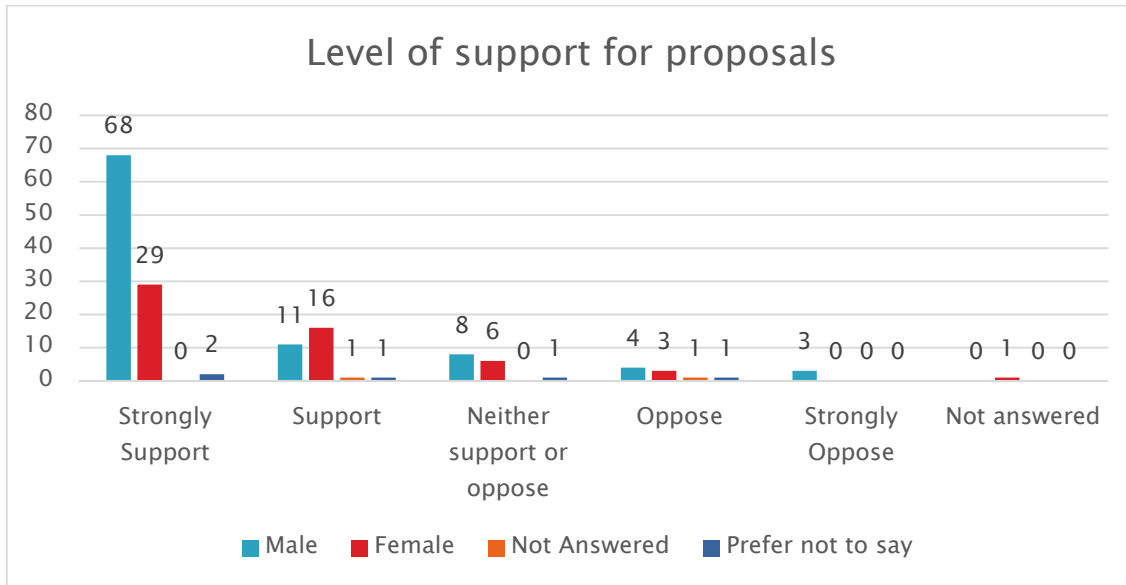


Figure 11 Level of support by gender

### Levels of support for proposals by age

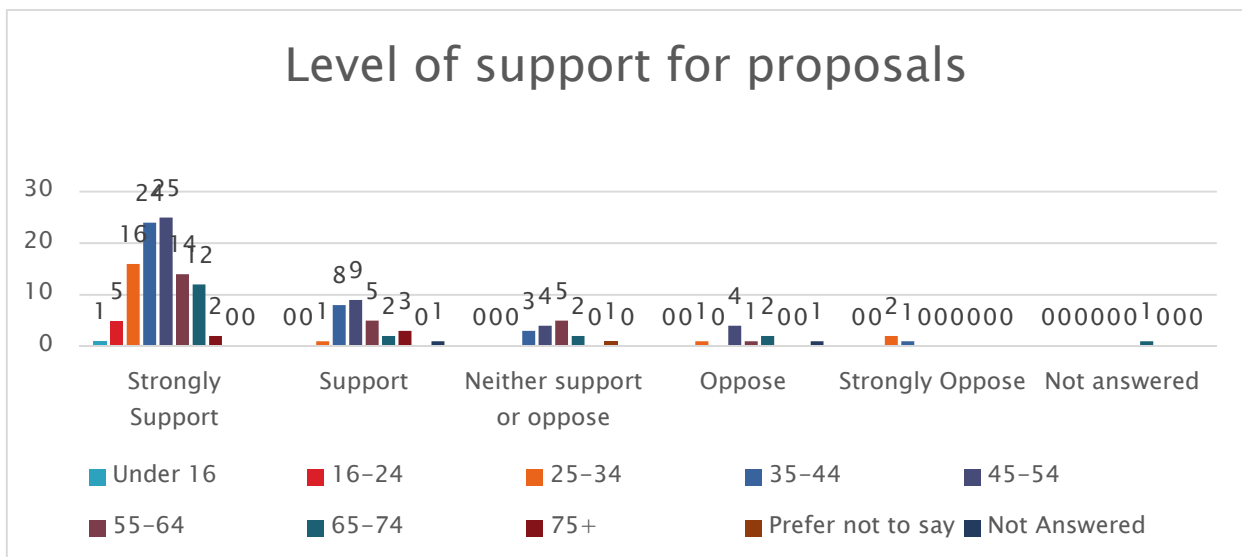


Figure 12 Level of support by age

## 6.5 Preferred Mode of Travel

Overall, 72.4% of survey respondents said that they currently used active travel means to get to their place of work or study, 45.5% said they walked and 26.9% cycled. Many stated that they both walked and cycled.

73.7% of survey respondents either stated that they would prefer to travel to work or study by active travel means, or that they wished to continue using active travel means as they currently did.

Some of the key issues raised which survey respondents said prevented them from travelling by their preferred mode of travel included:

- Existing conditions too dangerous or intimidating (35)
- Lack of cycle facilities or segregated cycle routes (25)
- Inappropriate driver behaviours (19)

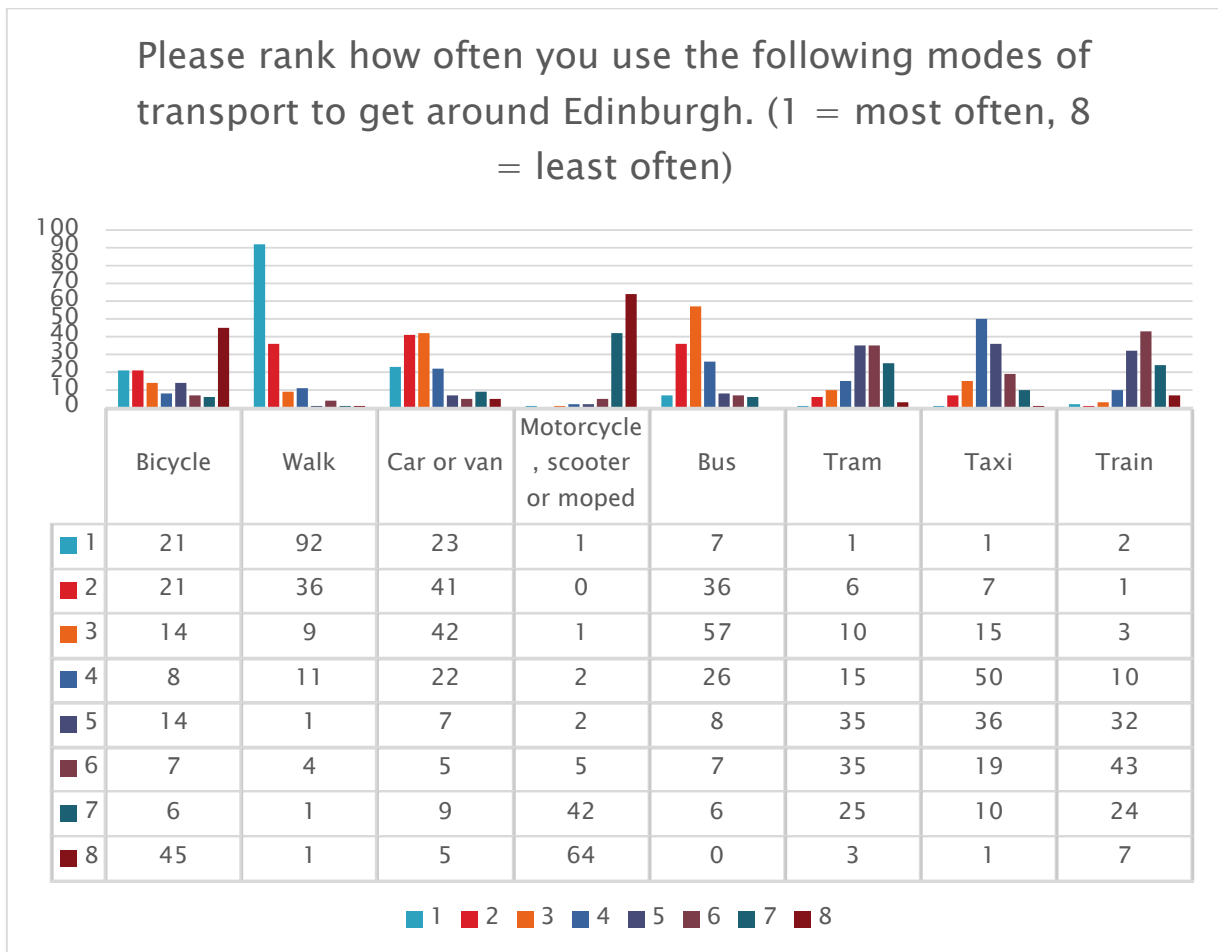


Figure 13 Mode of transport (rank)

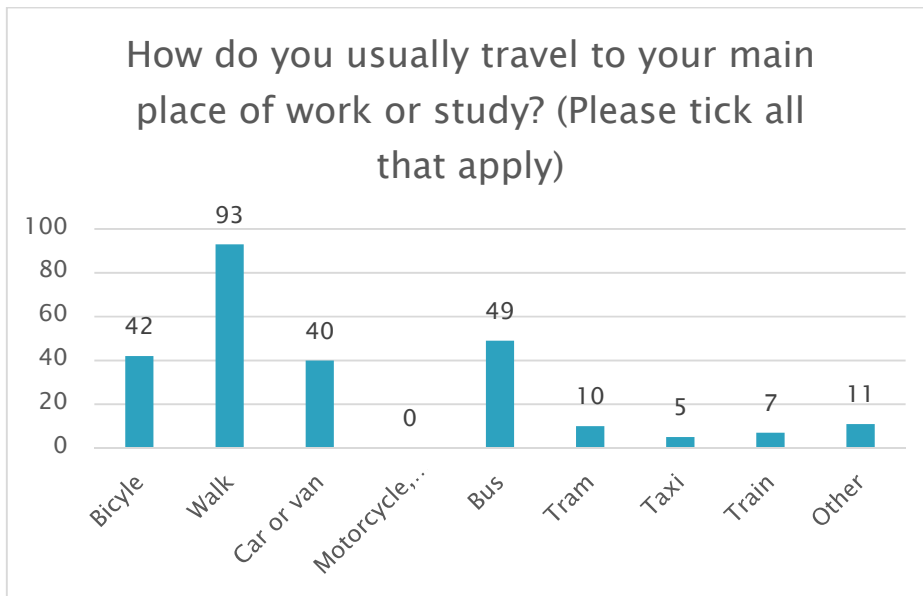


Figure 14 How do you usually travel to your main place of work or study?

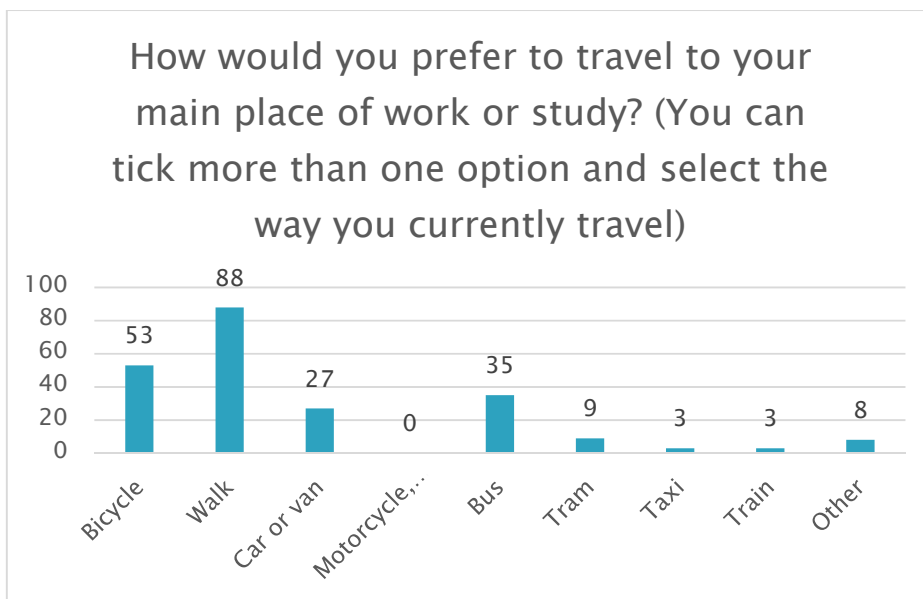


Figure 15 How would you prefer to travel to your main place of work or study?



## 6.6 Consultation Summary

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

The most commonly raised request during the consultation was to simplify the vehicle movements at the junction of Dean Park Crescent / Learmonth Terrace / Oxford Terrace / Queensferry Road.

The preferred option is to maintain westbound motor vehicle access between Oxford Terrace and Dean Park Crescent. See Figure 8.

82% of online survey respondents were either supportive or strongly supportive of the proposals, 10% were neutral and 8% were either opposed or strongly opposed.

77% of survey respondents stated that improvements to the existing proposals were required, the most frequent responses included:

- Simplify vehicle movements (49)
- Segregated cycle lanes (15)
- More cycle-friendly road surface (14)
- Leave the junction as-is (14)
- Concern that by simplifying vehicle movements, traffic will just be re-routed elsewhere, i.e. Eton Terrace and South Learmonth Gardens (14)
- Signalised pedestrian crossing or zebra crossing (12)
- Provide additional carriageway width on Learmonth Terrace southbound, approaching Queensferry Road junction, to permit a lane for left turns and a lane for right turns (8)
- Traffic signal (6)
- Sign 'Local Traffic Only' (5)
- Enforcement of existing traffic laws (4)
- Speed bumps (3)
- Cut hedge / tree (3)
- Maintain motor vehicle access between Oxford Terrace and Queensferry Road (3)
- Roundabout (2)

## 6.7 Next Steps

Following the consultation process, the City of Edinburgh Council now intends to progress this scheme through the following steps:

Changes to be included:

- Design review to address issues identified in this consultation process;
- Seek funding to assist in the delivery of the project;
- Promote Traffic Regulation Orders;
- Commence preliminary design, including local consultation;
- Include westbound motorised vehicle access between Oxford Terrace and Dean Park Crescent as per the preference of the consultees; and
- Carry out a traffic survey, and include it in future consultations as part of the assessment of re-routing because of the proposed road closures.

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# Appendix A – Full List of Stakeholder Organisation Emails

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## Dean Park Crescent – Stakeholder Organisation Emails

Date	Organisation/ Type	Comment	Consultation Type
24/02/2017	Paths for All	<p>Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland. Active Travel is about improving quality of life and quality of place.</p> <p>There is a risk that active travel work focusses too much on cycling – walking must be emphasised as it is ideal for shorter trips and walking forms part of much public transport use – walking to and from buses, trams and trains. Walking is key to getting more people choosing to not use the car.</p>	Email
06/03/2017	Spokes	<p>Spokes strongly supports proposals to improve facilities for pedestrians and cyclists in this area.</p> <p>DPC is used as a rat run from QFR to Stockbridge and Fettes – a traffic management plan for the area should be produced to reduce the volume of traffic using DPC.</p> <p>Spokes support the reduction in the number of turning options – there is currently too much confusion and traffic in all directions.</p> <p>Spokes supports the proposed pedestrian build-out and or other narrowing of the crossing area for pedestrians at the top of DPC, enabling them to cross more quickly.</p> <p>Spokes suggest that the 30mph zone should start further down QF road so that traffic at DPC junction is moving more slowly.</p> <p>Spokes supports the introduction of segregated cycle lanes on QF road with priority over side turnings. (If cycle lanes are segregated, then motorists will not be disadvantaged behind cyclists before passing them as is intimated in the Proposal.)</p>	Email

Spokes believes that cyclists should continue to be permitted to turn right from DPC to Learmonth Terrace, whilst this movement should be banned for motor vehicles. They can go along the terrace and do another right at South Learmonth Avenue where the junction is closer to the light controlled junction at the top of Orchard Brae, that is a much easier and safer turn to make for cyclists.

It is dangerous for cyclists to cycle out of Buckingham Terrace and it may be that this should be completely stopped up with pedestrian access only and a dropped kerb for access, rather than closed just to motor vehicles.

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## Appendix B – Full List of Public Emails

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### Dean Park Crescent – Members of the Public Emails

Date	Organisation / Type	Comment	Consultation Type
07/02/2017	Local Resident	<p>There are a couple of things that have come up regarding the Learmonth Terrace side which are not covered by the consultation. Firstly some residents are concerned about what will happen to parking near the junction as there are only a few spaces up that end of the Terrace? Secondly will the pavement and the road surface be improved as part of the works as some of it is in a very bad state?</p> <p>Finally if I may ask as the consultation does not include any questions about the redesign of the traffic flow on Learmonth Terrace does that mean it will be happening anyway no matter which option is picked for Oxford Terrace?</p>	Email – Public Consultation
08/02/2017	Unknown	<p>I'm very interested to see that the proposed plan includes segregation on Queensferry Road. This has been a personal desire of mine for sometime and I'm sure there's great demand for proper segregation from the exit of the NEPN at Craigleith into the West End, along Queensferry Road. As you've not doubt noticed, Queensferry Road here is immensely wide, with huge wasted tracts of tarmac in the central reservation, is already single carriageway in each direction, with no great demand for on-road parking due to the fact that every house has a driveway and there are no shops.</p> <p>Do the plans at Dean Park Crescent include full segregation between the West End and Craigleith? If not are there plans in place for this? This is a heavily used commuter and shopper/leisure route and segregation to the West End would provide an almost entirely segregated route to town for people in Blackhall, Davidson's Mains, Drylaw, Cramond etc.</p> <p>I appreciate there are challenges at Dean Bridge (perhaps shared use pavement on one side?) but this would be a relatively straightforward piece of infrastructure to build, without any of the contention of Roseburn.</p>	Email – Public Consultation

28/02/2017 Local Resident

There is a further point that is only hinted at in the document – strangers driving from Dean Bridge and turning right into Dean Park Crescent can be confused by the unusual configuration and end up turning into the right (incorrect) side of DPC: dangerous for both pedestrians and vehicles coming up DPC on the correct side.

Email – Public Consultation

Some traffic-flow figures might have been helpful – there's an element of 'it's a well-known fact' evidence.

We assume that the plan is to make Learmonth Terrace exit only into DPC and to prohibit only vehicles from entering the Terrace from DPC. No doubt this would be achieved in a way similar to that adopted at Ravelston Park. We support this proposal, although it prompts at least two questions:

Would this merely re-route the cut-through along South Learmonth Gardens etc?

Would the lack of access there be a problem for the bin-emptying vehicles?

If the plan is to shut that end of the Terrace for both access and egress we are less supportive. To go straight to that seems excessive – are there traffic calming measures that could be taken as a first step, leaving closure as a last resort if they fail?

What happens on the other side of DPC is more a matter for the people who live there, although we do have an interest as pedestrians. In that capacity, we would welcome either proposal. Both proposals, however, will as we understand them have the effect of making the Eton Terrace junction near the Dean Bridge the only way of leaving Clarendon, Eton, Lennox and Oxford, whether turning right or left. That's a lot of traffic, especially at peak times, for what is not a great junction – no vision 'splays', another junction immediately opposite etc.

Given that there are issues on the other side of DPC, you might wish to consider putting in place a temporary scheme, and carefully monitoring this for a few months, just to see if concerns materialise.

20/11/2016 Unknown

I have just answered a survey on changes to the junction at Queensferry Rd and Dean Park Crescent. This must be one of the most badly designed and biased surveys I have ever come across. There is no way that this survey will be meaningful however many people answer it. The Council should not be wasting public money on such rubbish. It wastes everyone's time.

The Council's officials came to the CC meeting to discuss this change but appear not to have taken on board most of the discussion. This is not the only bad survey I have come across by the Council but it is possibly the worst. I think if you take a look at it and try to answer it you will be shocked at how bad it is.

Email – Public Consultation passed to project team via Councillor

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05/03/2017 Local Resident

### **1. Street Naming Correction**

The short section of road from Comely Bank Avenue to Queensferry Road is part of Learmonth Terrace (i.e. Nos 1-4 as shown on the street plan in the consultation document). Dean Park Crescent stops at its junction with Comely Bank Avenue (i.e. at No 23).

### **2. Oxford Terrace Closures**

As a local resident and regular walker to/from the West End, I would strongly favour the full closure of the vehicle access between Learmonth Terrace and Oxford Terrace, thereby enhancing the potential benefits to pedestrians and cyclists.

The proposal to close the direct access from Oxford Terrace to Queensferry Road is also to be commended, given this junction's close proximity to the Learmonth Terrace / Queensferry Road junction and the conflicting turning movements involved.

### **3. Speeding Vehicles**

The consultation document rightly highlights the need to reduce the speed of vehicles turning from Queensferry Road, the main issue being the speed of eastbound traffic on Queensferry Road turning left in to Learmonth Terrace.

The dangers involved are exacerbated due to the hedge at the corner of Queensferry Road and Learmonth Terrace which significantly reduces the sight lines for traffic emerging from the western section of Learmonth Terrace and turning right to the Queensferry Road or turning left down towards Comely Bank Avenue / Dean Park Crescent. The reduced sight lines also create an added hazard for pedestrians trying to cross Learmonth Terrace on their way towards the Dean Bridge.

Although the newly introduced 20 mph speed limit applies to Learmonth Terrace and the immediately adjacent section of Queenferry Road, some additional speed reduction and / or enforcement measures (e.g. latest unobtrusive speed cameras) should form an integral part of the design scheme.

#### **4. Cut-Through Traffic**

Cut-through traffic invariably speeding along the longer western section of Learmonth Terrace (i.e. Nos 5-24) is particularly evident at peak times. Although this problem is more apparent in the westbound direction, when city-bound traffic on the Queensferry Road queues back beyond Learmonth Terrace especially during the AM peak, cut-through traffic also occurs in the eastbound direction along Learmonth Terrace.

The issue could be addressed either by (a) prohibiting vehicles from entering the western section of Learmonth Terrace (i.e. west of No 4) from the short eastern section of Learmonth Terrace (as indicated on the street plan in the consultation document), or by (b) placing a restriction on Learmonth Terrace to the west of its junction with Learmonth View.

Option (a) would address the issue of stopping westbound cut-through traffic, but should queues from the Dean Bridge tail back past Learmonth Terrace, it would not stop eastbound cut-through traffic. Option (a) would also cause some locally bound traffic from the City Centre / Dean Bridge to reroute via Learmonth Terrace (East), Comely Bank Avenue and South Learmonth Gardens / Learmonth View in order to reach its destination (e.g. Channings Hotel, Learmonth Terrace Lane (East) garages or Zone 5 residents parking).

Option (b) would retain the two-way movement of vehicles into and out of the western section of Learmonth Terrace (i.e. from No 4 to at least as far as Learmonth View). This option would also address cut-through traffic in both directions along Learmonth Terrace, but like Option (a) some re-routing of local traffic would occur, although perhaps not to the same extent.

#### **5. Pedestrian Safety**

While the Oxford Terrace closures would facilitate pedestrian movements, a more pressing and seemingly unresolved issue is how to improve the safety of pedestrians trying to cross Learmonth Terrace between Nos 1-4. A refuge island across from No 4 Learmonth Terrace was proposed by the Council in 2013, but never implemented. Indeed, this facility was overlooked in the 1990's when three pedestrian refuge islands were installed along the length of Dean Park Crescent, where there are far fewer pedestrian movements and half the traffic flows.

In trying to provide safer pedestrian passage across Learmonth Terrace, the 'Dean Park Crescent (Learmonth



Terrace) Summary Sheet' rightly highlights the challenge of fully achieving this safely '*when considering the bus stop in Dean Park Crescent' (for Dean Park Crescent read Learmonth Terrace).*

There are in fact two bus stops in Learmonth Terrace. The southbound stop is opposite No 1 Learmonth Terrace on the exit side of the priority junction with Comely Bank Avenue / Dean Park Crescent, while the northbound stop is unconventionally located directly opposite the southbound stop on the entrance to the junction (see *Appendix - Photo 2*).

Regarding pedestrian safety, the stop causing the greatest concern is the northbound bus stop, as queues quickly form behind a stationary bus and traffic blocks back to the Queensferry Road while many foolhardy drivers overtake stationary buses and enter the relatively busy priority junction with Comely Bank Avenue / Dean Park Crescent on the wrong side of the carriageway (see *Appendix -Photo 3*).

An added complication is that Lothian Buses currently use the northbound bus stop to hold back buses that are ahead of schedule. This can result in buses remaining stationary at the stop for anything up to a minute with the potential for even more queuing and / or rash overtaking into the junction.

Although the southbound bus stop does not present the same concerns, if both of these bus stops were either relocated or removed:

- A pedestrian refuge island together with dropped kerbs, and tactile surfaces could be provided across from No 1 Learmonth Terrace in addition to a similar facility across from No 4 Learmonth Terrace <sup>[1]</sup>
- The foolhardy and dangerous overtaking of stationary buses into the Comely Bank Avenue / Dean Park Crescent junction would be eliminated, and
- The sight lines for all road users would be significantly improved, and particularly so for pedestrians crossing Comely Bank Avenue and traffic making the predominant right turning movement from Comely Bank Avenue into Learmonth Terrace <sup>[2]</sup> (see *Appendix – Photos 4 and 5*)

*Note 1: The minimum standards accepted for the refuge island at the top of Dean Park Crescent would have to apply to the proposed refuge islands at Nos 1 and 4 Learmonth Terrace.*

*Note 2: Throughout most of the day, around ten times or more vehicles turn right from Comely Bank Avenue into Learmonth Terrace as turn left into Dean Park Crescent.*

## **6. Location of Bus Stops**

Following from the above, the question to address is whether either of the bus stops in Learmonth Terrace should be relocated, or removed?

### ***Southbound Bus Stop***

Although there's no obvious site for relocating the southbound bus stop in Learmonth Terrace, the nearest alternative stop is only 140 metres back down Dean Park Crescent (south of Ann Street). Given the wider potential benefits to pedestrians and other road users, should the existing southbound bus stop in Learmonth Terrace simply be removed <sup>[3]</sup>.

*Note 3: The southbound stop in Learmonth Terrace must be one of the least attractive and more lightly used, especially when local residents have a much wider choice of services just round the corner in Queensferry Road with the added benefit of a bus shelter.*

If the southbound bus stop on Learmonth Terrace was removed, it would mean that current users of the stop who come up Comely Bank Avenue would have to walk a further 140 metres in order to reach the alternative stop south of Ann Street.

In urban areas, it is generally assumed that the spacing of bus stops should be within the range 300-400m. Even with the removal of the southbound Learmonth Terrace bus stop, the distance of 350m between the Dean Park Crescent bus stop south of Ann Street and the southbound bus stop on Queensferry Road would fall comfortably within this recommended range.

### ***Northbound Bus Stop***

Significant problems with the northbound bus stop in Learmonth Terrace have already been highlighted, but unlike the southbound bus stop, simply removing the northbound bus stop would be far less attractive as the distance between the northbound stop on Queensferry Road and the next northbound stop at the start of St Bernard's Crescent would exceed 450m.

However, the alternative of relocating the northbound bus stop to a new position on the exit side of the priority junction on Dean Park Crescent would secure a number of operational and safety benefits. Even if the southbound stop was to remain in its present location, the benefits of relocating the northbound stop would include:

- Eliminating the queuing and blocking back of traffic behind stationary buses on the entrance to the Comely Bank Avenue / Dean Park Crescent junction
- Improving the safety of pedestrians crossing Comely Bank Avenue and Learmonth Terrace (via a new refuge island across from No 4)
- Eliminating the most dangerous overtaking of stationary buses

## **7. Setted Road Surfaces**

Within the immediate area of the planned improvements, the setted road surfaces are generally uneven and in a poor state of repair with a patchwork of tarmac infilling dotted about. Scottish Water seem to have a particular problem with leaking pipes, given the number of occasions they have had to dig up the road outside Nos 1-4 Learmonth Terrace.

Crossing Learmonth Terrace between Nos 1-4 can be a hazardous experience at the best of times, even for those who are nimble of foot. For anyone attempting to cross with a push chair or a wheelchair, it must be especially difficult trying to prevent wheels catching in the cracks and gaps between the setts. Cyclists must also find the same issue a daunting experience.

While setted roads may be very much part of Edinburgh's character, is this particular stretch of road one that the Council considers must have setts, or not? If not, then as part of the proposed improvement plan, the opportunity should be taken to resurface the road in asphalt. This would bring the eastern stretch of Learmonth Terrace, where the setts remain, into line with the neighbouring streets of Oxford Terrace and Clarendon Crescent as well as the western section of Learmonth Terrace, which have had asphalt road surfaces for years.

Resurfacing in asphalt would also provide a most welcome bonus to residents and pedestrians due to a significant reduction in the excessive levels of traffic noise currently experienced from the rolling noise of vehicle tyres over the setts.

## Appendix C – Full List of Online Survey Text Comments

### Online Survey – Comments on the proposals and on walking and cycling in Edinburgh

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
1	Live nearby. Walking, cycling and driving.	Some of the cobbled surfaces in this area can be hazardous for cyclists especially in the wet. I appreciate the need to retain the character of the area but can the surface be made more cycle-friendly?	Will the council consider air-pollution taxes and parking permit adjustments for large diesel vehicles? At the moment, CO2 seems to be the only measure and this makes driving a large diesel car in Edinburgh cheaper than a small petrol car. I think a more balanced set of charges that take noxious gasses, particulate pollution and vehicle weight into consideration will encourage residents to purchase small electric or hybrid cars, electric bikes etc. We need to remember that a diesel car purchased today will be on the road for around 15 years and will pollute more as it ages. Some European cities have announced plans to ban diesel cars progressively over the next three years. My point about vehicle weight is important as larger vehicles take up more space on the road, more parking space and cause more damage to surfaces. Surely

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
			someone parking a large SUV should pay more per hour than the owner of a small hatchback.
2	Commute to work.	No other comments other than to say that it is extremely difficult (and sometimes scary) to cross the road as a pedestrian at peak times.	No comments.
3	Commuting by bicycle, and driving	<p>Segregated cycle lanes are the only option, driving is a privilege and we need to encourage active travel for everyone's benefit. I don't drive into the centre of Edinburgh anymore as there are plenty of public transport options but they could be better.</p> <p>its is case of build it and they will come with bike lanes, no new cyclists are going to want to ride on painted on cycle lanes with vans and cars parked in them . At the very least there needs to be double yellow lines where there is a cycle lane otherwise its a waste of Council Tax payers money.</p>	<p>Be brave and build decent segrgtated bike lanes and infrastructure, it could so much nicer without diesel fumes and traffic noise everywhere,</p> <p>People need to stop being lazy, and get out of their cars.</p> <p>A congestion charge could finance a lot bike lanes work, I would happily pay this If i were to drive into town.</p> <p>There needs to be cultural change and less dependency on cars vans etc.</p>
4	I commute to work using these streets on foot every day and occasionally by bike. Some travel by car off-peak, mostly at weekends or evenings.	In addition to the suggested proposals, a signal-controlled crossing on Dean Park Crescent. Speed of vehicles entering and exiting the junction and from multiple angles makes crossing this road incredible challenging.	<p>I really enjoy walking around Edinburgh- it feels liberating knowing that you can get to and from work by foot. However, the aggressive nature of most drivers at peak time, in addition to drivers' lack of observation of 20mph limits and low respect for those who travel actively is dangerous and sometimes offputting.</p> <p>By continuing to increase investment in air</p>

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
			quality, closure of dangerous junctions/roads such as these, improvements to cycle infrastructure including the development of segregated cycle lanes will help to encourage current drivers to leave the car at home and travel sustainably each day.
5	Live nearby and frequently walk via this route to the West End.		
6	Commute, mainly		
7	Commuting to work  Leisure cycling and walking  Live nearby - Orchard Brae Avenue	Buckingham Terrace stopping up would be of benefit, removing a conflicting turning movement - as would limiting Learmonth Terrace to eastbound only at Dean Park Crescent.	
8	Live nearby.		
9	Live near by		I would like to see more consideration given to pedestrians as not everyone drives or cycles BUT everyone walks

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10	Commute to work/meetings and visiting friends	Segregated cycle lanes, removed from any parking provision, should be installed along the full width of Queensferry Road, thereby reducing road space and slowing down traffic speed. Currently because the road is wide it is treated as a continuation of the dual carriage way from Barnton to Blackhall, with traffic speed to match, when in reality only a few sections after Blackhall going into town are suitable for passing.	There is an urgent need to upgrade the existing cycling infrastructure, preferably by introducing segregated lanes whenever possible. Painted lanes are a waste of money as inconsiderate drivers (sadly of which there are many) think nothing of stopping, parking or encroaching into these spaces. Their actions cause cyclists to weave in and out of fast moving traffic, often to their endangerment by frustrated drivers often unwilling to concede space on their perceived territory. As it stands the current infrastructure does little to encourage the up take of cycling, especially amongst people and children who perceive cycling as too dangerous.
11	Live nearby	Please watch how the city-bound two lanes become one lane before this junction as traffic does not always merge well and there are sometimes 'near misses' between cars and bikes in the cycle lane.	
12	Commute to work, live nearby	The junction needs part-time traffic lights, and a single split at the top of Dean Park Street to separate traffic turning left from traffic turning right. This would be sufficient to calm the traffic and allow for predictable and therefore safe traffic movements.	Cyclists without lights, or ignoring traffic regulations break the law just as much as other motoring offences, but go unchecked, with the motorist demonised in the event of any incident.
13	Commute walk to work	It is a very dangerous crossing for pedestrians with too many directions of traffic to ever fully be aware of when it is absolutely safe to cross either road	

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14	Walking child to school	Put in traffic lights at the junction with Dean Park Crescent and queensferry st. That would give walkers and cyclists safe passage when attempting to cross at this junction and would help the flow of traffic coming up Dean Park St and turning right / left onto queensferry st	
15	Live nearby at learmonth terrace	I agree that the junction at oxford terrace and learmonth terrace is very dangerous both for cars driving into learmonth terrace from quensferry road ( there is a bin as soon as you turn into the street - very dangerous ) . Also as a pedestrian it is very difficult to cross over this junction as cars swing in very quickly eastbound from quensferry road	
16	Live nearby		As I am retired, I normally use the bus to go into the city, but car to go to supermarkets for shopping.
17	I am a resident on Learmonth Terrace close to the junction with Dean Park Crescent and Queensferry Road.	Learmonth Terrace is currently used as a rat run between Queensferry Road and Dean Park Terrace. It is extremely dangerous to cross the road especially at rush hour when traffic cuts through the terrace in both directions, quite often and inappropriate speeds for a residential street. A one way system needs to been initiated urgently. The placing of communal waste disposal bins at the east end of the road just on the turn has also add to the danger of the road.	Shared parking bays need to introduced into Zone 5 and illegal parking outwith parking permit hours needs to be enforced by the relevant agencies.
18	Walk to work  Drive to motorway  Drive to town when needed		
19	I am a resident of Learmonth Terrace		



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	with 3 children also living in our flat.		
20	Learmonth Terrace resident.	<p>Junction of Learmonth Terrace to Dean Park Crescent terrifying to cross with my 3 children. Traffic coming from so many angles round hidden corners. Very dangerous and have previously contacted the council about this.</p> <p>Definitely need measures in place to address cut through traffic on Learmonth Terrace as often cars speed along road at well over 30 mph. 20 mph limit has not had any impact.</p> <p>Suggestion is to block off end of Learmonth Terrace leading to Dean Park Crescent not just restrict to 1 way. 1 way solution would be a bare minimum requirement for safety.</p>	
21	Commute, live nearby on Learmonth terrace	<p>This sounds great...</p> <p>Can you fix the damaged hedge on the end of Learmonth terrace and make parking easier</p>	
22	I live in Oxford Terrace and I use the road between Oxford Terrace and Dean Park Terrace to access either road from the other.	<p>Removing vehicular access from Oxford Terrace to Dean Park Crescent would cause a lot of issues. It would require people living in Oxford Terrace/Clarendon crescent etc to cross the east bound side of Queensferry road twice to access Dean Park Crescent (a common journey). I don't have so much concern about access to Oxford Terrace from Dean Park Crescent.</p> <p>My ideal change would be to somehow shape the junction so that people entering the road are forced away from Queensferry road so would not be tempted to take the perceived "shortcut" to the Queensferry road via Oxford Terrace.</p>	I would like to see more cycle paths, separate from roads. Also they only mean something if they join onto the existing cycle network.

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23	Resident on Clarendon Crescent	One way access from Oxford Terrace to Dean Park Crescent is by far the most preferred option as it allows residents to get onto Dean Park Crescent without having to cross over traffic on Queensferry Road. Access the other way is not so important for residents as turning left on to Queensferry road and then left again onto Oxford Terrace does not involve crossing traffic. The preferred one-way solution will also stop the currently dangerous practice of people cutting through (often on the wrong side of the road) to get from Dean Park Crescent on to Queensferry Road.	
24	Live nearby. On street parking. Walking and cycling activities.	To improve the safety of cyclists the most important investment would be to improve the quality of the road surface on Dean Park crescent through to the junction with queensferry road. Very rough cobbles with significant gaps is not conducive to safe cycling regardless of proposed junction changes. The surface improvement would also improve road vehicle safety when pulling out of Dean park crescent as it would aid traction under acceleration . My flat directly overlooks the junction and I often witness cars struggling to pull away from the cobbled surfaces especially when wet. Installing a zebra crossing linking Learmonth to oxford Terrace would benefit pedestrians and help control vehicle speed in proximity of the junction. The proposal makes no reference to any accident statistics so unclear how any improvement could be measured. .	Great city for walking very dangerous for cycling due to the dreadful state of the road surface on most streets when your tyres are only an inch wide and no suspension. I cycle about 7000 miles a year and have lived in London and Cardiff it's fair to say Edinburgh is by far the most unsafe place to ride a bike be that for social or commuting.
25	Cycling into the West End for leisure and shopping.	The proposal's preferred solution (no access) is the best solution. Oxford Terrace etc are low volume, non-through routes that can easily be accessed from Eton Terrace.	This is a huge opportunity to properly segregate between Craighleith, where the NEPN comes out, to the West End of the city along Queensferry Road. The road is already single carriageway in each direction, is immensely wide, with vast tracts of unused central reservation, where each house has a driveway and where there are no shops so demand for on-road parking is virtually non-

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			existing, with the exception of Stewart's Melville, where there is ample to space to create segregation and parking bays.
26	Live on Oxford Terrace	Vehicle speeds on Queensferry Road should be more strictly monitored. We frequently witness speeding cars, buses and commercial vehicles going in both directions. This is hazardous for pedestrians crossing, cyclists as road users and also other vehicles joining and leaving Queensferry Road.	
27	Visit friends and shops nearby.	I strongly support the overall scheme, which will vastly simplify the road layout in this area. I'm very encouraged to see segregated cycle lanes proposed along Queensferry Road - there is ample room and traffic flows/speeds are generally high. I realise that the current proposal is to only put segregated lanes in the vicinity of this junction, but I'd hope that they are installed in such a manner that they can easily be extended later. Additionally, if these segregated lanes pass bus stops I hope the appropriate bus-stop bypass is installed.	While I'm encouraged by the breadth of cycling improvements being proposed across the city, I'm worried that the design guidance used in constructing these schemes may be outdated. I think that the council should adopt the most recent London Cycling Design Standards to ensure that the funding allocated to cycling projects is spent in the best possible manner.

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28	Travel around Edinburgh	The current junction layout at the South-West end of Dean Park Crescent is confusing to drivers and potentially dangerous to pedestrians and cyclists if cars are confused by the layout and turn left onto the end of Oxford Terrace in trying to get onto Queensferry Road. From the map it would appear that there is an opportunity to both improve the current junction layout and maintain vehicle access to Oxford Terrace by cutting a new access road through from Oxford Terrace, opposite the junction of Dean Park Crescent and Comley Bank Avenue. The existing access could then be turned into pedestrian/cycle space. Removing the cobbles in this area or improving the pointing to make the cobbles more flush with the road surface would also significantly benefit cycling.	In addition to the creation of traffic free areas, cycling could be improved by improving road surfaces - removing cobbles, filling potholes etc.
29	Teacher at Flora Stevenson Primary school. Often walk children on trips to City Centre along that route.		
30	walking to Flora Stevenson from West End	At the moment, I am terrified to let my children walk to and from school because of the current lay out so anything which helps primary children get across safely would meet with my approval. Sure it would help drivers to havelights there as the road becomes congested waiting for cars to come out of Dean Park cres on to Queensferry road. Would probably speed everyones journey	
31	Walk to town	This area, particularly the Flora Stevenson Primary catchment needs improvements to make walking to and from school safer, on side streets and Queenferry Road.	
32	Live nearby and walk this way to/from work	Regarding the crossing of Dean Park Crescent, when coming towards time, is extremely difficult to actually see traffic coming from Queen St towards town and turning into DPC. Suggest either cutting away the hedge or putting in a	

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		crossing.	
33	I live on Dean Park Crescent and use this junction to commute to wor.	The main problem is that traffic is not allowed to turn left on Albyn Place thus forcing traffic down into Stockbridge and into the rat run of coming up Dean Park Crescent. The early morning traffic here is dreadful	
34	Live nearby so use it to get to school , into town		
35	I live nearby and use these streets for access (including commuting to work).	<p>I agree the junction is tricky and treacherous for pedestrians at present.</p> <p>During busy periods, cars use the side streets to skip traffic queues and seem to behave unpredictably at this junction. Simplifying the junction in favour of pedestrians will actually also make the junction safer for drivers.</p> <p>If possible, there should be two lanes for cars exiting from Dean Park onto Queensferry (the traffic turning right onto Queensferry often holds up vehicles trying to turn left). I believe there is a risk to traffic building up here otherwise.</p>	
36	Live nearby	The traffic needs slowing down on the Queensferry road corner, by the Buckingham Terrace access (which I hope will be closed off).	<p>Cyclists need to stay off the pavements (I am a cyclist).</p> <p>More cycle lanes and education of both cyclists and car drivers would help.</p>
37	Live nearby. Children walk to school.	2 way access works outside of morning & evening rush hour. Probably too difficult to police w restricted access from Dean park terrace to Queensferry road during rush hour as there is always someone taking a chance.	Cycling is not advisable as there are no adequate cycle LANes. Motorist is king.

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38	live nearby and mostly walk locally. Retired.	<p>Simplifying the junction and making it more pedestrian friendly. Motor vehicle speed is high on the Queensferry Road corner. Some calming would improve safety for pedestrians crossing from Buckingham Terrace.</p> <p>The road access between Buckingham Terrace and Queensferry Road should be closed to vehicles. Pedestrian access should be maintained.</p>	I support the provision of cycle lanes.
39	Live in Lennox Street - use this junction constantly to access Oxford Terrace to Lennox Street from Dean Park Crescent - and to access Dean Park Crescent down to Stockbridge and Comely Bank Avenue.	<p>Two-way access between Dean Park Crescent and Oxford Terrace does not necessarily mean NO CHANGE.</p> <p>The access from Queensferry Road can be closed and this then is much in line with the visualisation supplied. Closure would much improve pedestrian safety in the area. A very tricky junction to use out to Queensferry Road [hardly ever used for that purpose] and local residents would simply use Eton Terrace by the Dean Bridge as their local access point.</p> <p>Clear road markings as two-way and a sign stating 'local traffic' only to mitigate additional traffic flow along Clarendon Crescent.</p> <p>What must not happen is creating a complete reliance on entry and exit at Eton Terrace by the Dean Bridge. That would be awful.</p>	Walk a lot - never cycle.
40	Live in Dean Park Crescent.		

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41	I live in Dean Park Crescent and use these streets daily for walking, driving, dog-walking.	I regularly cross this junction on foot and do not see that there is a significant problem. Limiting vehicular access from Dean Park Crescent to Oxford Terrace and vice versa will simply create more congestion on Dean Park Crescent as cars wait to turn out onto the busy Queensferry Road. This will make it more difficult and less safe for pedestrians and cyclists crossing the top end of Dean Park Crescent, on Queensferry Road. I believe the greatest problem is that the Dean Park Crescent/ Queensferry Road junction is unsafe and requires a traffic light or similar solution. Cars turning right onto Queensferry Road from Dean Park Crescent often have a lengthy wait given relatively busy and fast-moving traffic on Queensferry Road - with a bend obscuring visibility of oncoming traffic from the east - often resulting in drivers taking chances and turning out when it is not safe to do so.	

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42	<p>Live nearby (Clarendon Crescent).</p> <p>Most frequently walk or run by this junction, and less frequently drive.</p>	<p>There are currently three accesses between Queensferry Road QR and a large block of residential dwellings (including Clarendon Crescent CC, Eton Terrace ET, Lennox Street LS and Oxford Terrace OT). The visualisations seem to indicate that <i>*any*</i> changes would involve blocking access between QR and OT. With QR-OT blocked, there would thus be at most two accesses. Then, the option with <i>*no*</i> access between Dean Park Crescent (DPC) and OT means that the one remaining access between the whole block and QR would be via ET, at the south end of the block. This access is adjacent to the Dean Bridge. It is already difficult for vehicle exit, with limited sightlines and relatively fast traffic exiting Dean Bridge meaning that exit wait times turning west onto QR are significant, while at rush hours, the exit is blocked by queuing traffic. With no other access, all residential and other traffic entering or exiting the block would be concentrated onto the ET-QR junction. In all likelihood, new traffic signals would then be required to permit safe and/or timely exits. So, for me, the option with no access between DPC and OT is by far the poorest choice. That is, <i>*unless*</i> it is altered to allow access between QR and OT. Retaining access DPC-OT, but one-way makes sense only if the permitted direction is west. Permitting one-way to the east does nothing to reduce rat running - if anything, it positively encourages it. Even the west-only option has the undesirable effect of requiring all traffic for the residential block to use the single <i>*entry*</i> point of ET-QR. But at least there would be an additional exit point at DPC-OT. Perhaps the following option has already been considered, but might be looked at again: Blocking DPC-OT (or making it one-way westward), while <i>*retaining*</i> QR-OT. This would alleviate rat running, and give at least some benefit to pedestrians and cyclists. Even if DPC-OT were fully blocked, retaining QR-OT would avoid concentrating all exit traffic at ET-QR. Or am I missing the point: is the cyclists' main issue with the two adjacent exits onto QR?</p> <p>By the way, the framing Question 2 as "2. To what extent do you support plans to improve walking and cycling conditions in this area?", is clearly designed to make any opposition sound wrong-headed. However, I am not opposed to <i>*any*</i> plans for helping walkers (of which I happen to be one).</p>	<p>I am lucky to be able to walk to work. I also use the off-road cycling/walking paths frequently for running. These are great!</p> <p>I like the bus system very much too, but it seemed better and faster through the centre of town before compromises had to be introduced to ensure priority for trams.</p>



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43	Live just there	<p>There are a number of different design to improve that crossing, and not just prevent Oxford terrace neighbours from turning down towards Stockbridge - or vice versa-. We would be forced to go always through Dean bridge into town, as, unfortunately, there are only 2 ways out from Oxford terrace to town (the dangerous and narrow turning down to Dean Park crescent or alternatively Queensferry Rd. across the bridge to the West end). We should be able to at least keep these 2 -already- very few options.</p> <p>I totally agree that crossing is ridiculous, dangerous.... I'm sure there might be design options to improve it, more than removing one of the circulation options which no doubt would densify traffic even more at Queensferry rd. Not to say how ridiculous would be having to drive from Oxford terrace to Stockbridge through the bridge and the West end! waste of time, money and more traffic in town.</p>	I cycle every day and it is becoming a pain, it is really dangerous because of the cobbles with no mortar joints, a wheel widely fits in there. When no cobbled road, there are bumps and holes.... really dangerous. Better taking the car to be honest. Safer.
44	Live nearby, school runs.	<p>Install zebra crossings or green man crossings for pedestrian safety.</p> <p>Install signage stating 'no access to/from Queensferry Road' or big no entry sign with 'local access only' underneath.</p> <p>Traffic calming measures (speed bumps) on Clarendon Crescent.</p> <p>Removing access altogether would force the residents of Lennox Street, Oxford Terrace, Eton Terrace and Clarendon Crescent who want to access Stockbridge/Comley Bank to use busy Queensferry Road for only a short distance, adding to congestion &amp; lengthening journeys. Congestion would also be worse at the top of Dean Park Crescent with cars waiting to turn on to Queensferry Road.</p>	

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45	Commute	<p>The cycle lanes on Queensferry road need to be properly segregated, not just defined by paint. There is plenty of room on the road, and this would immediately improve the area for pedestrians and cyclists.</p> <p>The adjacent streets (Dean Park Crescent etc) need to be made as impermeable as possible for cars, as otherwise they will be used as rat runs. This move in turn will make them a much nicer place for pedestrians, cyclists, and residents.</p>	The only way to dramatically improve facilities for cycling and walking, and encourage both, is to remove space from motor vehicles. This needs to be done.
46	<p>Walking, cycling, driving, bus passenger. I live in Dean Park Crescent.</p> <p>PLEASE NOTE. Technically, the street in which the changes are suggested is NOT Dean Park Crescent. that stretch is Learmonth Terrace - until it's junction with Comely Bank Avenue.</p>	This refers to the FULL LENGTH of Dean Park Crescent. A cycle lane is highly desirable - provided that it does not impinge on the existing parking. It is a popular cycle route but the cobbles and proximity to traffic are a danger.	

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47	Live on Learmonth Terrace (at Sth Learmonth Avenue end)- regularly walk, cycle and occasionally drive around the Dean Park Crescent and Queensferry Road junction.	<p>Although I favour the general idea of closing off the link between Dean Park Crescent and Oxford Terrace I don't think this will help sort the main problem- which is pedestrians having to deal with traffic coming onto Dean Park Crescent from Queensferry Road- sometimes at high speeds.</p> <p>To resolve the problem of pedestrians crossing Dean Park Crescent safely I think there needs to be a Zebra Crossing on Dean Park Crescent between the Learmonth Terrace and Comely Bank Avenue.</p> <p>In addition, the closing of routes at the east end of Learmonth Terrace and the consequential additional queues of traffic on Dean Park Crescent could encourage more drivers to use South Learmonth Gardens and South Learmonth Avenue as a link. With significantly more traffic at the west end of Learmonth Terrace at the junction to Queensferry Road. THIS MUST BE PART OF CONSIDERATIONS.</p>	
48	I live on Lennox Street	By going ahead with this plan thee would have to be significant changes to the access from Queensferry Road to Eton Terrace as this is not an easy place to exit going West or to enter coming from the East End with the amount of traffic going along Queensferry Road and this would in essence be the only access/exit point for Clarendon Crescent, Eton Terrace, Lennox Street & Lane plus Oxford Terrace.	

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49	I have lived at junction of Learmonth Terrace, Learmonth Avenue South and the Queensferry Road since 1980. I walk ,drive and use taxis round the whole area under discussion .Since we moved here the traffic has increased enormously from all directions ,particularly through traffic, and excessive speeds used, make both junctions a hazard for both pedestrians and sensible motorists alike.	Closing the Dean Park Crescent right turn to Learmonth Terrace would certainly ease the rat run along Learmonth Terrace but I wonder if the traffic would then find a right turn from Learmonth Gardens below , along to Learmonth Avenue South with a very dangerous corner at the bottom , and a quite narrow road up to the junction at Queensferry Road. I think a lot of cars do this already at the rush hour and make the junction very congested. I think it is vital to address the chaos at Dean Park Crescent  but hope that it will be considered in the round and not increase trouble for other quieter streets.	I often walk round the block for exercise each day . I mostly avoid Oxford Terrace and Clarendon Crescent because of crossing Learmonth terrace and Dean park crescent at the other end. It is very dangerous for a slow walker and drivers are blind when coming off the Queensferry road and take the corner far too fast.  The pavements are in a very bad state and a lot could be done to improve them for walkers. Learmonth Avenue South has been attended to.  South
50	Live nearby.	Restrict access between Learmonth Terrace and Dean Park Crescent. Learmonth Terrace is used as a rat run - 20mph exceed routinely.	
51	Live nearby. Walk and drive through junction regularly.	No "improvements" required. Not worth the expense - other more pressing areas locally to spend £ on.	Sort the pot holes first.
52	Driving (and sometimes walking)	The main problem at this junction is that right turning vehicles from Dean Park Crescent onto Queensferry Road block left turning vehicles.	

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	to visit relatives and shops		
53	daily cyclist both directions for shopping, social and campaigning	<p>As a cyclist and pedestrian I have been placed in danger by drivers using the the Dean Park to Oxford link, usually going East. In my view this link should be closed in both directions and then paved for pedestrians and cyclists .</p> <p>I would like to see the proposed closure of the link between Buckingham and Queensferry Road carried out, this would make life safer and more pleasant for cyclists and pedestrians on the South side of Queensferry Road.</p> <p>How about a segregated cycle path along Buckingham, parallel with Queensferry Road, they'd have onre in Copenhagen or Amsterdam, why not here?</p>	<p>I want segregated cycle paths throughout the entire city.</p> <p>I want more money spent on maintaining pavements</p> <p>I want speed limits on vehicles enforced</p> <p>I want pavement parking of vehicles to be illegal and enforced</p>
54	I live at Leslie Place, I either use this way to walk up to work or on most occasions I have to take my car up the hill and park in the permit places due to limit parking permits beside me.	<p>If these streets are cut of then this will cause more disruptions to traffic, especially as these are mostly coming up from Lesley Place.</p> <p>The Council do not seem to realise that by cutting roads off this only leads to congestions on other roads.</p> <p>It is already difficult enough for cars to access Queensferry Road from Leslie Place/Dean park Crescent.</p> <p>There is no problems with Oxford Terrace so should leave it as it is.</p> <p>Problem with Dean Park Crescent/ Leslie Place is that is being used as a de route for cars coming from Queensferry Road to the New Town as the majority of the roads before Queen Street have been closed.</p>	Dean Park Crescent pavements could be a bit bigger and free from being slapped in the face with tree branches.

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55	I live on Dean Park Crescent and use these roads as a pedestrian and cyclist daily.	The junction should be changed for maximum benefit for pedestrians as these are the people most at danger with the current layout.	
56	Commute to work		
57	Walking to work	Cyclists are more of an issue than drivers. Please keep them off the footpaths.	Cyclists on the pavement in Edinburgh are an absolute menace. If we are to continue to change things to accommodate them at the expense of others they should be testes, registered and recognisable. I've never been hit by a car but I am regularly put at risks by cyclists
58	Live nearby and commute to work on bike		Poor cycle lane at interchange of dean bridge on road on south side. More bike parking in new town needed
59	Live nearby and walking to work.		

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60	<p>Primarily commuting, cycling or walking in both direction. I also drive along here.</p>	<p>I am glad that the council have recognised the Dean Park Crescent / Oxford Terrace cut-through to Queensferry Road as an issue. It is used by drivers avoiding queuing on Oxford Terrace, to turn left on to Queensferry Road. It makes it especially awkward to cross Oxford Terrace heading east, as traffic comes from behind the pedestrian at speed.</p> <p>Drivers using Oxford Terrace to turn right into Dean Park Crescent from Queensferry Street, is dangerous to pedestrians as it can be done quickly and unexpectedly. As a pedestrian, disrupting the use of Learmonth Terrace, Clarendon Crescent, and Buckingham Crescent as rat runs to avoid traffic queues on Queensferry Road, would make walking along Queensferry Road safer and more pleasant at peak times. As a cyclist, reducing the volume of cars forcing their way out of side streets, often without looking properly, would make that commute safer and me less anxious. I cautiously welcome the plan for segregated cycle paths along this area, but would like to see the plans. I would like to see what would be built in to prevent cyclists being left-hooked by cars turning left into Dean Park Crescent. I would hope a segregated lane would address the issues of rush-hour traffic blocking, or nipping in to, the eastbound cycle lane, approaching Dean Park Crescent, which can be dangerous as illustrated by the following incident : <a href="http://www.independent.co.uk/news/uk/video-van-driver-nearly-runs-cyclist-over-during-rush-hour-9853632.html">http://www.independent.co.uk/news/uk/video-van-driver-nearly-runs-cyclist-over-during-rush-hour-9853632.html</a> .</p> <p>A major safety issue with the junction, which is not addressed by this proposal, is the right turn (heading westbound) from Queensferry Street to Dean Park Crescent. As a cyclist, getting into the right turn lane can be hindered by cars and buses moving into the chevrons and continuing to use the right turn lane to overtake. In 2013 I was severely injured by a Stagecoach bus performing that dangerous manoeuvre.</p> <p>The danger is aggravated by the sharp left bend, and the narrowing of the Westbound lane from about 5m exiting Dean Bridge, to about 3m at the beginning of the right turn lane. I have seen buses, using that lane to overtake, getting dangerously close to cyclists that are heading straight along Queensferry Road. A traffic island at the beginning of the right turn lane would prevent these dangerous overtakes, protecting right-turning cyclists.</p> <p>I am also concerned that the 20mph to 30mph zone will start just west of this junction. I fear that drivers will race to beat the lights at Orchard Brae, and it</p>	<p>I would like to see the entire route from Lothian Road to the north of the city, along Queensferry Road, to be made safer for cyclists and pedestrians.</p> <p>For cyclists:</p> <ul style="list-style-type: none"> <li>* The "cycle lane" from Queensferry Street/Lynedoch Place onto Dean Bridge is dangerous and counter-productive. It is on a reverse camber, and dumps the cyclist into the traffic just at the point that the road narrows, leading to being squeezed into the traffic. See <a href="https://www.youtube.com/my_videos?o=U&amp;pi=2">https://www.youtube.com/my_videos?o=U&amp;pi=2</a></li> <li>* Cars coming from Dean Bridge turning right into Drumsheugh Gardens across traffic, particularly cyclists, are a danger. See <a href="https://www.youtube.com/watch?v=aiKHDbj_B5I">https://www.youtube.com/watch?v=aiKHDbj_B5I</a> and this collision (not me) <a href="https://www.youtube.com/watch?v=L_RRdbbATkY&amp;t=4s">https://www.youtube.com/watch?v=L_RRdbbATkY&amp;t=4s</a></li> <li>* The mix of left turn, right turn, straight on, straight on becoming right turn, lanes heading towards Dean Bridge from Queensferry Street is confusing. Drivers switching lanes through confusion, or jockeying for position, makes that cycle worrying and dangerous.</li> </ul> <p>For pedestrians:</p> <ul style="list-style-type: none"> <li>* Pedestrian crossings from the foot of Lothian Road, across Shandwick Place, and along Queensferry Street are slow and unresponsive.</li> <li>* Crossing Hope Street, between Queensferry Street and Hope Street Lane, is confusingly dangerous. It is a single lane but</li> </ul>

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61	Walking to and from work as live in Comely Bank		more consistent cycle paths would encourage me to cycle, an example of good use of cycle lanes is Copenhagen. A lot of pavements in north central Edinburgh are in poor condition and can result in being soaked with water from loose paving stones.
62	Live nearby. Commute to work.  Route to the west end for home	Stop vehicles turning from right from Oxford terrace into Clarendon crescent to reduce vehicles using to jump traffic queue on Queensferry road.  Widen exit from Dean Park Crescent onto Queensferry road to allow vehicles to turn left and right simultaneously.  Reduce width of Learmouth Terrace junction to stop vehicles using the wrong side of dean park crescent to jump queue and speed, whilst making pedestrian crossing easier and safer	Cobbles make cycling uncomfortable and dangerous, especially on wet or damp roads.  General road conditions such as potholes can result in having to swerve dangerously into traffic.  Better cycle parking across the city would make cycling easier
63	live on Clarendon Crescent and use these street as pedestrian, cyclist and car driver		
64	live locally and use street to access amenities.	Westbound only options seems the most sensible, but with the allowance of dedicated cycle route.  The other options are NOT desirable and I would seek to dismiss them.	
65	Commute to work		
66	I live nearby	Widen the road at the junction to Queensferry Road. This will reduce people turning into Oxford Terrace. People turn into oxford terrace when there is a vehicle turning right at the top but has taken up two lanes. If you widened the junction and had clear road markings the traffic hold ups would reduce thus mitigating the need to use Oxford Terrace.	



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Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
67	Live nearby	Suggest that the road opening between Dean Park Crescent and Queensferry Road is widened to allow cars to turn left without having to cut up Oxford Terrace as well as having a cycle lane. Have a pedestrian crossing on Queensferry Road on the other side of the road from Oxford Terrace to allow pedestrians to cross to the other side of Dean Park Crescent without having to cross on Dean Park Crescent itself.	I work out at the Gyle and it is difficult to take public transport from Queensferry Road to the Gyle without having to go into town. It takes over an hour to go from my house to the Gyle via public transport but only 20 minutes by car. There should be a bus that goes from Queensferry Road directly to the Gyle. The cycle paths are getting really good in Edinburgh but it is quite dangerous cycling along Queensferry Road to the Gyle, it would be better if there was a easy link to a cycle path.
68	Walking to work.		
69	Live nearby. Used for visiting town, family/friends. Walking.	The main problem for pedestrians on Dean Park Crescent is the constant overhang of trees on the Oxford side. This means pedestrians often having to walk on the road to go up or down Dean Park Crescent. Also, the failure to sweep leaves, making the same pavement extremely slippery. The junction itself presents no problems at all for pedestrians. Ensuring private owners are maintaining their trees and also scheduled pavement clearance by council would be much more beneficial. The suggested changes to the junction would make it more dangerous, causing tailbacks down Dean Park Crescent. Basic refreshing of junction markings would assist. There is also reference in your proposals to Learmonth Terrace, but NO questions on this.	The premise for your questions needs to be looked at, to explain how the changes will beneficial to either.
70	I live in Clarendon Crescent.  I walk to Stockbridge and Waitrose in Comely Bank Road almost	None of the above options addresses the main danger, which is the speed with which vehicles turn left into Dean Park Crescent from Queensferry Road.  I cross from Oxford Terrace to Learmonth Terrace, across Dean Park Crescent, at least once a day and it is extremely hazardous.  Please add changes to the junction between Dean Park Crescent and	

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	<p>daily.</p> <p>I walk my dog to and from Inverleith Park daily.</p>	<p>Queensferry Road.</p>	
71	<p>Would like to use but too dangerous to cycle that way just now.</p>	<p>Unidirectional cycle lanes on Queensferry Road should be installed from Dean bridge to Craigleith.</p> <p>Would make a huge difference with very little impact on other road users.</p>	<p>Needs continued financial commitment to deliver a step change improvement.</p>
72	<p>Live nearby - in Lennox Street.</p> <p>The access roads at the top end of Oxford Terrace are very useful for:</p> <p>1) Driving to Comely Bank or Stockbridge without having to drive via Queensferry Road - saving time, perhaps as much as 3 minutes each way = at least 5 minutes on a 2-way trip.</p>	<p>PRIORITY: Access from Dean Park Crescent eastbound to Oxford Terrace should be closed to stop dangerous and illegal driving patterns.</p> <p>It would be helpful to keep access westbound open, but safety should be improved, perhaps by testing out "reversed priorities" for the junction at Dean Park Crescent, to give clear priority to traffic from the junction onto Dean Park Crescent northwards down the hill.</p> <p>The new 20mph speed limit will help.</p>	

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	<p>2) Driving from Queensferry Road into Oxford Terrace without having to drive to the junction near Dean Bridge.</p> <p>However there are clearly dangers in this junction being too complex.</p>		

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73	Live in Lennox Street.	<p>Is it not possible to leave things as they are BUT put a 'No Right Turn' sign on the two way access for traffic coming from Dean Park Crescent onto Oxford Terrace as most of that traffic is using the 'access' as a short cut onto the Queensferry Road and frequently sits at an angle across Oxford Terrace blocking traffic coming off the Queensferry Road into Oxford Terrace for local residents.</p> <p>Some do not even respect the fact it is a Two Way Access and come up in the middle of that road.</p> <p>One problem is rush hour traffic coming off the Queensferry Road to avoid sitting in a queue of traffic approaching the Dean Bridge and take a short cut up Clarendon Crescent, which has become a rat race, ignoring the road markings and turning right on to Eton Terrace without stopping, causing traffic on Eton Terrace to take avoiding action.</p> <p>Perhaps cameras at the relevant junctions and fines being applied might stop this.</p> <p>It would be unfortunate if local residents are penalised by limiting or blocking access between Oxford Terrace and Dean Park Street simply because of other drivers disrespecting the junction without any penalty.</p>	<p>Whilst cycling should be encouraged on special cycling routes, most of the cyclist I see wear dark inappropriate clothing and no lights on bikes at night, can't make up their minds whether they are road users or pedestrians, weave in and out of traffic and are a danger to themselves as well as to others.</p> <p>Edinburgh's street lighting is ridiculously low and the other evening when walking over the Dean Bridge, it was impossible to see the faces of people coming towards you. They were just shapes.</p>
74	Live nearby.		
75	Live in Oxford Terrace		<p>I do not use a bicycle at all.</p> <p>However, I think that Edinburgh is a great place for walking.</p>

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76	Live nearby	<p>As a resident in this area for 37 years I am pleased that this junction is at last being deemed in need of attention .</p> <p>If closing Buckingham Terrace opposite the top of Oxford Terrace and the prevention of east bound traffic from Dean Park via the small slip road is not agreed my preference would be a roundabout on Queensferry Road for the following reasons:</p> <p>There is restricted vision when leaving Buckingham Terrace opp. Oxford Terrace due to the bend on Queensferry Road.</p> <p>If you try to exit Queensferry Road on to Oxford Terrace you have to give a very late signal or risk a car waiting at this junction misinterpreting your intentions.</p> <p>Drivers leaving Dean Park east bound often use the small slip road as one way and position themselves in the middle of the road.</p> <p>There is too much going on at this junction endangering pedestrians trying to access the pavements.</p>	Cyclist must be prevented from using the pavements. It cannot be right that they can weave between pedestrians e.g. On the busy Dean Bridge.
77	Commute (on foot) to work, and general pedestrian use as I live nearby (Dean Street).		

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78	Live nearby and use for frequent access by car and on foot into Oxford Terrace, Clarendon Crescent, into Edinburgh, down to Stockbridge and west along Queensferry Road.	<p>I think that the current arrangement is basically fine but is made less than ideal by drivers who use the slip road at too fast a speed. If everybody drove with consideration for other road and pavement users, it would be perfectly satisfactory, and no worse than many other road crossings.</p> <p>I suggest that in the first instance the current layout remains, but that a speed bump, suitably signed and advertised, is installed on the slip road.</p> <p>This would have the advantage of being cheaper to install than any other alternative, and if it doesn't work, then you can take the more drastic steps of changing the layout.</p> <p>It is certainly very helpful for traffic flow to have the slip road operating in both directions. But if it must be made one way, then it should be the west bound way (Oxford Terrace to Dean Park Cresc) which should remain open.</p>	
79	Live nearby	Provide benches and greenery. Narrow junction to reduce speed. Continuous bike lane and ped crossing over junction.	
80	I live nearby and walk there daily to get to work		
81	Walk to work.  Sometimes cycle but it's such a nightmare I usually avoid cycling on this route.	This junction is an absolute nightmare for pedestrians. There is no safe place to cross. So delighted you are planning to do something about it	Keep doing things that make cycling and walking the norm and cars the exception
82	To commute from the new tone to my home.	Segregated cycle lanes really appeal to me.	I think protected cycle lanes are absolutely needed in Edinburgh.

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83	Commute, mother and friends live nearby and my children use the route to go to and from school getting on/off bus nearby.	Pedestrian crossing across top of dpc.	
84	Commute to work from den park crescent onto queensferry road towards dean bridge	One of the main problems with the junction at dean park crescent and queensferry road is that there is not sufficient space for two lines of traffic at the top. If there are cars waiting to turn right there is often no space for cars to turn left and those cars then use the access to oxford terrace to turn left. So I would like to see the junction widen slightly to allow a free flow of left hand turn onto queensferry road. I am Think that would stop a lot of the traffic that heads along oxford terrace.	
85	Live nearby.	Strongly support the implementation of the closure of the junction between Dean Park Crescent and Learmonth Terrace. Cut through traffic from the crescent combined with traffic turning blind from Queens ferry road pose an extreme safety hazard to pedestrians.	
86	I live in Clarendon Crescent.	I like the look of the newly-designed street corner under option 1. It looks particularly attractive.  If traffic can only exit Clarendon Crescent on to Queensferry Road via Eton Terrace, then there needs to traffic lights or a small roundabout at that exit to allow the traffic out...otherwise we may be stuck there for some while trying to exit.	Getting better and safer, gradually.
87	Live nearby		
88	I live nearby on Eton Terrace and pass the junction everyday whilst		

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	commenting to work.		
89	Live nearby.	<p>I strongly support the proposals to improve walking and cycling. But the junction of Dean Park Crescent and Queensferry Road must be configured to allow a clear lane for vehicles turning left and one for right. The current small section of road between Dean Park Crescent and Oxford Terrace allows for a easier flow of vehicles heading into the city, so reduces queueing and frustration of vehicle drivers (which could lead to less irritation towards other vehicle drivers and cyclists).</p> <p>The junction of Dean Park Crescent is already tricky for cyclists turning left on to Queensferry Road, due to the number and speed of vehicles. A two-way cycle lane allowing access to Learmonth Terrace may help (but, the junction of South Learmonth Avenue and Queensferry Road can also be difficult.</p> <p>One significant risk for cyclists on Dean Park Crescent is the quality of the cobbled surface. It's damaged in a variety of places. The damage does slow vehicles but is dangerous for cyclists. For pedestrians, better management of trees and foliage (including sweeping of leaves) on the South side of the road would really help to open the path up.</p>	
90	I live nearby.	Parking on Dean Park Crescent is often impossible as is, and available spaces nearby are often needed. I'm disabled and access to Oxford Terrace etc is vital to park for residents nearby.	Please ensure you continue to take account of local disabled residents who would love to but can't cycle and can only walk very short distances.
91	Live nearby. Use regularly	Don't agree with limiting access to learmonth from dean park. Already it can take ages to get out onto queensferry road to head west and this would only make that worse.	I am disabled and so cannot walk or cycle. My car is vital to me and buses are great if I don't have too far to go at either end of the journey.



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92	We live in Learmonth Terrace.	<p>We also think that the following also need to be addressed :</p> <ol style="list-style-type: none"> <li>1. the use of Learmonth Terrace as a rat run, particularly from east to west.</li> <li>2. the safety of pedestrians exiting from Learmonth Terrace and adjacent streets (where there are tourist hotels which add to the number of pedestrians) who are trying to cross over Dean Park Crescent towards the city centre. Motorists heading east on Queensferry Street and turning into Dean Park Crescent often take this corner at great speed without being able to see pedestrians and other potential obstacles just round the corner.</li> </ol>	
93	Work nearby		
94	Live nearby so use daily for both pedestrian and vehicular access	<p>The current setup of Allowing access to both oxford terrace and dean park crescent is dangerous and confusing for both pedestrians and vehicles.</p> <p>The exit Oxford terrace junction is mainly used as a short cut by cars coming up dean park crescent onto queensferry st rather than cars accessing oxford terrace itself and therefore not necessary as another access to oxford terrace exists.</p> <p>As a pedestrian I sometimes wait a long time to cross dean park crescent to reach comely bank. Cars drive far too fast up the street so some sort of traffic calming measure is needed, and a pedestrian crossing is necessary as the safest option.</p>	The pavements in Edinburgh are not at all buggy or wheelchair friendly
95	Live on Oxford Terrace	This is certainly a dangerous junction and the rat-runs in use do not help, hence my support scorings. However, the ridiculous behaviour of many pedestrians and cyclists who do not look or cut across the junction from Clarendon to Oxford to Dean means it's only a matter of time before there is a serious accident, and it won't be the fault of a driver.	

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96	I commute to work on foot and cross the junction daily and live along the road from it.	<p>I'm currently running for council and have received dozens of responses in relation to this junction in emails, writing, and speaking to people. The overwhelming response from the residents of Oxford Terrace, Eton Terrace, Clarendon Crescent and Lennox Street has been that they do not want the junction entirely closed. A popular suggestion has been to maintain access in/out of Queensferry Road to/from Oxford Terrace but above all keeping the slip road to Dean Park Crescent open although it should be a one-way (westbound as you suggest) to prevent impatient drivers who are queuing to the main road treating the slip road as a miniature rat run - which causes the most threat to pedestrians and cyclists.</p> <p>This leads to the next point. In addition to the immediate residents, others from across Inverleith have said, and I very much agree as I drive via the junction relatively often, that there needs to be a clear divide for those turning left and those right onto Queensferry Road from Dean Park Crescent. The opening is not quite wide enough for two queues to form happily, particularly if one is just a bit too far over, which would mean the islands for crossing need to be reshaped.</p> <p>Furthermore, I am sure I read somewhere about a narrowing of the main road as it heads east towards Dean Bridge. I believe this would be a mistake as at rush hour there is just enough room for a lane of traffic to continue into town but also for cars to splinter off before hand and head down Dean Park Crescent. This was essential for traffic flow when there were those temporary traffic lights on St Colme Street a few months ago; Traffic would back up through Randolph, across the Dean Bridge and along to this junction but thankfully there was enough room for cars to pass by on the left (north side) and continue thus meaning it did not spill all the way back to and affect the junction at Orchard Brae. Just something I witnessed as I'd walk to/from walk.</p>	<p>Pavements, in general, need a fair bit of TLC around Edinburgh. I think it's lorries and vans mounting pavements that does the most damage particularly in the centre.</p> <p>Our city centre is a fairly small place so walking is ideal and nowhere really takes more than 30 mins at a good pace - exercise, free, one less car on the road, one less bike.</p>

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		I do apologise if this has come across a little rant-like. That last one in particular was a bit of rogue tangent but I hope informative nonetheless.	
97	Driving and cycling, as with all roads	No change is needed, except to remove cobbles (setts) to make the road smoother and safer for all road users.	Stop wasting money on these grandiose schemes. Instead make the current cycle paths and lanes better by resurfacing them, removing all speed bumps and stop the 20mph nonsense
98	Commute to work + Shopping at week-ends	<p>I would argue that you should go further than the proposed plan, and that there needs to be a set of traffic lights installed at this junction. Getting from Dean Park Crescent into Queensferry Road is very difficult at busy times, especially WESTBOUND, for an extensive number of reasons:</p> <p>1/ having to cross a busy road,</p> <p>2/ the speed of cars travelling on Queensferry Road</p> <p>3/ a big bend in the road just east of the junction which means a blind spot</p> <p>4/ traffic queuing up eastbound in the morning and blocking the junction</p> <p>As a result traffic is often building up on Dean park Crescent, making local journeys frustrating.</p> <p>In addition, there is nowhere for pedestrians to cross Queensferry road safely at this junction, so for instance people walking up Dean Park Crescent to catch the bus on Queensferry Road will only have the use of a narrow traffic island to do so.</p>	More safe cycle lanes please! I live in Blackhall, with children at the Royal High School. I do not encourage my children to cycle to school as the roads are not safe for young cyclists. It's a shame as I will often have to drive them to after-school activities rather than them being more independent and going there/back on their own!

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99	Live nearby	Some of the cobbled streets (and most of the non-cobbled) are in terrible condition around that area. Improving the road inductions would benefit pedestrians, cyclists, public transport and the motorists.	
100	Live nearby, in Eton Terrace		
101	Commuting to/from work sometimes, running down to Inverleith Park and walking to/from Stockbridge.	<p>The difficulty for pedestrians is crossing the junction of Dean Park Crescent and Queensferry Road, far more than crossing Oxford Terrace and Queensferry Road junction. Pedestrian crossing here?</p> <p>Making the slip road from Oxford Terrace into Dean Park Crescent one way for west bound traffic would stop cars using Oxford Terrace as a short cut at times of heavy traffic for cars coming up Dean Park Crescent.</p>	
102	used to live nearby; visiting friends; shops		
103	Learmonth Terrace property owner and resident.	<p>I appreciate the problem for pedestrians crossing this particular junction in any direction as the existing pedestrian crossings and lights are not within close enough proximity to this point. This point is a real hazard for all, pedestrians, cyclists and motorists.</p> <p>Any this moment in time, without further information of how these suggested proposal will impact on the surrounding streets and their traffic flow I feel unable to decide in any particular direction. I feel you may be trying to eliminate one problem only to create further ones. Your map with its proposals has to include the wider street links with the proposed traffic flow IN BOTH DIRECTIONS as well as the pedestrian interventions.</p>	

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		<p>&lt;-&gt; From Queensferry Road into South Learmonth Avenue , Learmonth Terrace and Dean Park Crescent. And its reverse.</p> <p>&lt;-&gt; From Dean Park Crescent into Oxford Terrace, Clarendon Crescent, Eton Terrace and their access to Queensferry Road. And its reverse.</p> <p>&lt;-&gt; Queensferry Road into Belgrave Crescent, Buckingham Terrace and their access into Queensferry Road. And its reverse.</p> <p>By blocking traffic into Learmonth Terrace from Dean Park Crescent you will in effect create a more desirable rat run in the opposite direction for motorists trying to avoid the extra waiting times of turning into Dean Park Crescent from Queensferry Road.</p> <p>I can appreciate the dilemma from both sides of the coin both as a motorist and resident and as such I would like to be kept informed of the consultation progress.</p>	
104	<p>Live nearby for past 15 years.</p> <p>Have children at local primary school.</p> <p>Walk and drive in area on a daily basis.</p>	<p>Very difficult junction.</p> <p>Dangerous speed of traffic entering dean park crescent from queensferry road.</p> <p>Too many confusing road entry and exits without good marking in area. I have seen traffic turning from queensferry Rd into oncoming traffic on wrong side of dean park crescent due to confusion with the junction on multiple occasions.</p> <p>Bus stop at top of crescent also causes difficulty due to traffic trying to pass stopped buses etc.</p>	

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		Difficult to cross as a pedestrian.	
105	Live nearby	Happy as things are	It's a great city to walk around in, but becoming a nightmare to drive in.
106	Live nearby and commute to work.	<p>I very much welcome the consultation on walking and cycling improvements on Dean Park Crescent at Queensferry Road. Every day I cross from Learmonth Terrace to the south side of Dean Park Crescent in order to walk to work southbound along Queensferry Road. I find that crossing Learmonth Terrace to Dean Park Crescent is extremely dangerous, especially at peak rush hour times. This is in part due to the fact that cars travelling eastbound along Queensferry Road turn off into Dean Park Crescent at great speed. Furthermore I often witness instances of aggressive driving as drivers take measures to avoid the queue of traffic at the top of Dean Park Crescent. For example I have often seen motorists jump the line of traffic on Dean Park Crescent by driving up the wrong side of the road for not inconsiderable distances before cutting the junction at Learmonth Terrace and then speeding down Learmonth Terrace. Motorists also regularly speed down Clarendon Crescent in a bid to beat the southbound queuing traffic on Queensferry Road. In addition to this being a dangerous area for pedestrians, it is clearly also dangerous for cyclists and motorists themselves. I have seen a number of accidents and near-misses around this area.</p> <p>I would suggest that there be no vehicle access whatsoever from Clarendon Crescent/Oxford Terrace to either Queensferry Road or Dean Park Crescent. Access for cyclists could be maintained. I would also suggest that steps are</p>	There is a real need to improve the condition of pavements in the city centre. There are a number of pavements which pose a danger to the wellbeing of pedestrians as a result of their poor condition. I would welcome the building of segregated cycle lanes and enhanced provision for bicycle storage. I would welcome measures to improve the air quality, for example measures to dissuade people from owning and driving diesel cars in the city centre.

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		taken to prevent cars turning into Dean Park Crescent from Queensferry Road at such great speed. It would also be beneficial to take steps to prevent cars using Learmonth Terrace as a short cut, perhaps by narrowing the junction between Learmonth Terrace and Dean Park Crescent. I look forward to road improvements being made to this area.	
107	Live in Lennox Street.	I object to the proposal to close the junction between Queensferry Road and Oxford Terrace. The main issue I have with this junction is traffic coming up Dean Park Terrace using the access to Oxford Terrace as a shortcut to get out onto Queensferry Road which can cause problems for traffic turning into Oxford Terrace. My preferred solution would be to close the access between Oxford Terrace and Dean Park Crescent and leave the junction between Queensferry Road and Oxford Terrace open .	

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
108	Principally, to drive from and back to my flat in Clarendon Crescent. But sometimes to walk to and from my flat to places to the west side of Clarendon Crescent via Stockbridge or Comely Bank.	What I would really like to see is 2-way access between Dean Park Crescent and Oxford Terrace, but with the exit from Oxford Terrace where it joins Queensferry Road blocked off to stop cars coming up Dean Park Street using the little slip road which is supposed to lead to Oxford Terrace and Clarendon Crescent but they instead use it to get to Queensferry Road and they sit across the junction there. This is dangerous if someone wants to come off Queensferry Road to get access to Oxford Terrace or Clarendon Crescent as they can then get stuck on Queensferry Road and are not able to get access into Oxford Terrace/Clarendon Crescent. If this was stopped, residents of Oxford Terrace/Clarendon Crescent would still be able to get in and out at the west end of Clarendon Crescent down to Dean Park, Stockbridge, Comely Bank and beyond. This is important because it is frequently difficult - and can take a very long time and can actually be quite dangerous - to get out of Clarendon Crescent onto the Queensferry Road at the north end (Eton Terrace) nearest the Dean Bridge, particularly if one wants to go north or westwards such as to Comely Bank and beyond. This is because it is very difficult to get out of Clarendon Crescent at its north end to cross the south-bound line of traffic in order to try to join the north and west-bound lane of traffic. It gets even worse if someone is also trying to get out of Buckingham Terrace opposite. At present, the problem of this is considerably eased by having egress and access possible at the south end (Oxford Street) of Clarendon Crescent. If that is blocked off, some other help would be needed, please, to try to address the problem at the Eton Terrace end of Clarendon Crescent.	
109	Live nearby	The 20mph speed limit being introduced should help with some of the issues but in addition an improvement in the traffic islands on Dean Park Crescent (though above the Comely Bank Avenue Junction this part of the street is actually part of Learmonth Terrace	



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110	Live on Dean Park Crescent	<p>The junction is already a very busy one with cars having to wait a considerable time before being able to turn either way, but especially westbound, onto Queensferry Road. Denying them the possibility of turning eastwards onto Queensferry Road via Oxford Terrace would make the current waiting times even longer. Dean Park Crescent is already a cut-through for southbound traffic. Perhaps putting traffic lights at the top of the hill at the junction would discourage some drivers from using it and thus reducing the traffic impact.</p> <p>I have seldom seen cyclists using the junction.</p>	<p>I have seen cyclists frequently jump traffic lights as if they own the road, and I have also seen several near-accidents between them and cars and buses. At busy junctions, they should get off and walk rather than risk themselves and other road-users by cycling.</p> <p>As regards walking: there are far too many pedestrian crossings around George Street. Buses and cars frequently have to wait for lengthy periods before the flow of pedestrians stops.</p> <p>Pedestrians rarely take note of lights and possible traffic around Princes Street junctions. I feel sorry for the bus drivers I have seen who survive near-misses with stupid pedestrians.</p>
111	I live in Lennox Street, and access Lennox Street via Oxford Terrace. I need to drive to Stockbridge and beyond, as does my wife, on a daily basis.	I travel several times per day westbound and eastbound from Oxford Terrace to Dean Park Crescent, via the existing link road. If the link road was to close in the Westbound direction, (option 2 above), this would be very dangerous. Firstly, I would first have to turn right onto Queensferry Road, sit in the middle of the road then turn right again. This would be very dangerous and would cause extra congestion on both Oxford Terrace (as it would take time to pull out) and then to move onto Dean Park Crescent. Is the difference between the second and third option in terms of benefit to walking and cycling because option 3 stops people from using the link road as a rat run from Dean Park Crescent and Queensferry Road, momentarily accessing the top of Oxford Terrace? I think that this is the only short-coming in the junction, in which case could a sign be put up, saying 'no access to	I am a keen cyclist and really appreciate how the Council has improved cycling infrastructure in recent years. The proposed changes at the junction at the top of the Dean Park Crescent would however not improve cycling at this junction as the cyclists are cycling on the main road in any case. from a cyclists perspective the junction is fine as it is.

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		Queensferry Road', to deter 'most' cars from doing this move? Also I don't believe that there is any benefit to cycling in any of the options as all cyclists are cycling on the roads at this point. The improvement for pedestrians is I believe very limited, as the main issue for pedestrians is crossing the Dean Park Crescent Road, which will always be the case. This has been improved by the traffic island at the top of this road. The traffic coming in and out of Oxford Terrace is minimal. Thanks for letting me share my thoughts.	
112	Resident (Lennox Street)	<p>My main means of transport in Edinburgh is by bicycle, but I occasionally use a car. As a cyclist I do not experience any issues with traffic flowing from Dean Park Crescent into Oxford Terrace , nor in the opposite direction (and during peak traffic periods motor vehicie flow is reduced to a crawl, making it quite easy to use the junction on a bicycle) so I favour retaining the status quo.</p> <p>If one of the options to restrict motor traffic is selected, this MUST be accompanied by provision for cyclists to ride between Oxford Terrace and Dean Park Crescent without having to cross and re-cross Queensferry Road, a very hazardous manoeuvre.</p> <p>As an occasional car driver, I would strongly advocate retention of at least the east-west access from Oxford Terrace to Dean Park Crescent, obviating the need to turn right onto Queensferry Road and immediately turning right again from Queensferry Road to Dean Park Crescent.</p>	I strongly support initiatives to encourage active travel in Edinburgh. Apart from the health benefits of active travel, the reduction in traffic makes Edinburgh safer, quieter and reduces atmospheric pollution.

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Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
113	<p>Resident at Learmonth Terrace</p> <p>As briefly discussed with Ivar Christensen, the short section of road from Comely Bank Avenue to Queensferry Road is actually part of Learmonth Terrace (i.e. Nos 1-4 as shown on the street plan in the consultation document). Dean Park Crescent stops at its junction with Comely Bank Avenue (i.e. at No 23).</p>	<p>(1) The installation of at least one pedestrian refuge island to facilitate the significant pedestrian movements between Learmonth Terrace and Queensferry Road / Dean Bridge (e.g. opposite No 4 LT).</p> <p>(2) The relocation of the ill-sited bus stop from its current position on the Learmonth Terrace entrance to the junction with Comely Bank Avenue and Dean Park Crescent to the exit side of the junction on Dean Park Crescent.</p> <p>(3) Specific speed reduction and / or enforcement measures (e.g. latest unobtrusive speed cameras) will be required to ensure that vehicles entering and traversing Learmonth Terrace from Queensferry Road comply with the newly introduced 20 mph speed limit.</p> <p>(4) A physical barrier on Learmonth Terrace, west of Learmonth View, to eliminate two-way rat-running along the western section of Learmonth Terrace (i.e. between Nos 4 and 24 LT).</p> <p>A more detailed submission in support of the above will be forwarded by email.</p>	<p>(1) Air pollution from road vehicles is a major disincentive to walking and cycling in many parts of town.</p> <p>(2) As far as possible, keep cyclists segregated from other road users and that includes pedestrians on pavements and footpaths.</p>
114	live nearby - used to commute this route everyday		

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115	<p>I live at Clarendon Crescent Edinburgh and use the route from Oxford Terrace (Clarendon Crescent) daily.</p> <p>Quite a lot of cyclists use Clarendon Crescent both ways as it is deemed a safer route.</p>	<p>When the houses were built in Clarendon Crescent the land from the houses to the Queensferry road was transferred to the owners of the property as joint ownership. Therefore, Clarendon Crescent is in fact a private road and should be returned to that status by removing all non resident parking thereby reducing traffic congestion and solving the "Rat Run" problem.</p> <p>I have not seen any problem with cyclists, but pedestrians regularly step of the pavements without checking if it is safe to cross. Signs and railings should be erected to protect pedestrians. For some unknown reason when railings are erected most pedestrians automatically stop and look left and right before proceeding.</p>	
116	Live in Learmonth Terrace	See my email of today.	
117	Live in Oxford terrace	It is terribly dangerous to close or turn this junction one way in either direction. It would be lethal to turn onto Queensferry road into fast moving traffic and then immediately slow down to turn off again.... I think there should be some sort of roundabout, with traffic on the Queensferry road having a slip lane going north out of town. Incoming traffic would have to give way, but it is backed up at peak times anyway. There could be a pelican crossing a little way down dean park crescent for pedestrians. I walked this route with my children to school for over 20 years. It is a complicated junction but I don't think it is unsafe. Certainly the little road which joins dean park crescent and Oxford terrace is the least of its problems. What causes a bottleneck is the cars coming from town on the Queensferry road turning right, which means the cars turning right coming up dean park crescent cannot progress. This encourages them to turn right onto	I now loathe to walk on princes street and queen street. These used to be lovely walks, and are now unbearable. Would rather walk on Queensferry road, lothian road, or anywhere else. The traffic changes are responsible for this. It is a real shame for visitors that it is so unpleasant. Like walking everywhere else in Edinburgh, and don't mind the bus but think there should be fewer....

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		Learmonth. There are already pelican crossings on Queensferry road either side of this junction. Surely the pedestrians can use them? This was what my children did? And that is perfectly safe.	
118	Travelling to Stockbridge for leisure activities	Use additional space created to create cycle lane from Dean Park terrace onto Northbound Queensferry Road	Improvements required for cyclists travelling Northbound on Cutlins road from Edinburgh Park. Shared use path is narrow, has to cross lots of junctions and awkward to get on from the path on Bankhead Drive.
119	Live nearby (in Lennox Street Lane) and regularly use the vehicle link between Dean Park Crescent and Oxford Terrace when travelling to/from our home.	As a regular user of the roads in question, both as pedestrian and car driver, I fully appreciate and support the proposals. On 70% of our journeys we would use the link road between Oxford Terrace and Dean Park Crescent and would prefer to keep this open as a one way link from Oxford to Dean Park with no left turn (i.e. with no ability to turn back up to Queensferry Road) but would not be too inconvenienced if it was closed completely. I would also support the entrance to Learmonth Terrace being one-way but would suggest there should be no right-hand turn up to Queensferry Road to avoid traffic congestion. I also support the closure of the Buckingham Terrace entrance opposite Oxford Terrace.	
120	Commute to work and is one of my main routes I take into town	<p>The segregated cycle lanes are great. Many of times cyclists get in the way as they cycle way across in the middle of the lane and so if they had their own lane it would make it a lot better for everyone.</p> <p>One thing is that the cycle lanes would only work if the car lane doesn't go over it. What I mean is having the cycle lane inside the car lane would be bad and instead should be a separate car lane and a separate segregated cycle lane.</p> <p>The complete paving the area is good as it stops nuisance drivers</p>	The cycle lanes only work if they are on their own and not over the car lane otherwise the same problem arises of cyclists cycling in the middle of the lane as that is where their lane would be. However if they had a separate lane to that of cars it would work better

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		cutting through the roads.	
121	Resident of Learmonth Terrace so all access - walking, cycling and driving.	I don't know which option for Oxford Terrace is best. I strongly support efforts to stop Learmonth Terrace being a rat run, and am happy for it to be closed off at Dean Park Crescent. The other major problem is no safe place for pedestrians to cross Dean Park Crescent as traffic coming from Queensferry Road comes very fast around what is a blind corner. There's also the bus stop and traffic coming from Stockbridge and Comely Bank Avenue to contend with. Overall, it's a very dangerous area to cross and no safe means of doing so except going out onto Queensferry Road and using the mid-road 'keep left' bollard / island to go to the south side of Queensferry Road and into the city centre that way. This is a major pedestrian commuting route and it needs at least one safe crossing point across Dean Park Crescent.	You're doing a good job - except for the potholes and uneven surfaces which are dangerous and very off-putting for cycling.
122	Travel to/from Western General Hospital for health visits and for work appointments.	<p>The proposal for segregated cycleways on Queensferry Road are welcome, as is reducing the complexity of the Dean Park Crescent/Oxford Terrace junction.</p> <p>I am unclear as to why drivers may have to wait behind cyclists before passing, if the cycle lanes are segregated - surely the segregation will mean neither cyclist nor driver will impede the other?</p> <p>The existing traffic island east of Oxford Terrace narrows the road - the segregated cycle lane should continue past this point, to connect with the bus/cycle/taxi lane, rather than leave cyclists to fight for space at the pinch</p>	The devotion of 10% of the transport budget to active travel is welcome, and demonstrates a commitment to having a liveable city, rather than one dominated by machinery.

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		point. This may require moving or re-designing the island.	
123	I work in the office at the bottom of Dean Park Crescent and so use this junction most days. I travel variously by bus, cycle, walking or driving.	The reason there is traffic congestion in peak periods at this junction is because it has become a vital north-south link across the city following the closure of other routes through the New Town. I am generally in favour of improving the pedestrian and cycling environment but this should not be at the expense of drivers being able to access local roads such as Oxford Terrace and Learmonth Terrace. Blocking off access as proposed will lead to greater queueing on Dean Park Crescent, higher pollution from cars in the queue, greater wear and tear on vehicles. It will also be more difficult for me to cycle up Dean Park Crescent which I do most days, take longer for the buses to get through and become more unpleasant for pedestrians walking by. All traffic needs as many route options as possible so it can dissipate and reduce congestion. This results in a better shared environment for everyone no matter how they travel. Meanwhile the condition of the stone setts in the road at this junction is awful for cyclists and needs urgent attention. Answer? - LEAVE THE JUNCTION ALONE AND SPEND THE MONEY ON IMPROVING THE ROAD SURFACE AT THE TOP END OF DEAN PARK CRESCENT - IT'S SHOCKING!	There needs to be a clear route for cyclists through the West End going north-south. It's very awkward getting across the Lothian Road/Shandwick Place/Queensferry Road junction. Some creative thinking for Canning Street may give an answer.
124	I live in Oxford Terrace		

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125	Resident on Learmonth Terrace	<p>I would class myself as a pedestrian first and motorist second and I regularly navigate this junction on foot, usually with a small child, however I do not have a strong view on the above proposal. It is a very difficult bit of road to cross and as a result I have always sought to use an alternative route. My concern is that preventing eastbound access would significantly increase congestion on Dean Park Crescent as cars would inevitably have to wait longer to get onto Queensferry Road. This would make crossing Dean Park Crescent or the top of Comely Bank Avenue even more difficult than it is already. Unlike the route under discussion, there are no alternative pedestrian options if you need to cross these roads. I am not sure that the small potential improvement in pedestrian safety created by restricting westbound access would be worth the financial outlay.</p> <p>I would like to strongly voice my opposition to the proposal to prevent vehicular access from Dean Park Crescent to Learmonth Terrace. As a resident on Learmonth Terrace for 8 years I have never felt that "rat running" along the street has been a problem. I do not think it would improve pedestrian safety (which as the parent of a small child is a concern). I think the knock on effect would be to make the other junctions on Learmonth Terrace more hazardous for pedestrians by increasing traffic flow there. The junction at the opposite end of Learmonth Terrace is equally challenging to navigate as a pedestrian. It would also inconvenience residents and increase harmful emissions by increasing journey length.</p> <p>I think that having a pavement that extends round the corner onto Learmonth Terrace on the south side of the road would be beneficial for pedestrians to provide a safe place to walk until crossing Learmonth Terrace away from the junction with Dean Park Crescent. I do not propose that this would run the length of the street, just perhaps 10 metres.</p>	



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126	Live in Eton Terrace.	Limiting access to Dean Park Crescent would make exiting this entire quadrant more difficult. Exiting onto Queensferry Road if wanting to turn right to get out of town is nearly impossible at busy times of day.	
127	Live nearby.		
128	Live nearby. Walk into work along Queensferry Road. I help with school trips from Flora Stevenson School (which my child attends) which cross this junction. It is a very difficult junction to cross as a single adult but feels very dangerous taking 30 children across. I rarely cycle here (my husband was knocked off his bike and seriously injured while approaching this junction), but would be more likely to do that with segregated cycle paths.		I would cycle more if there were more direct, joined up, segregated cycle paths

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129	Live close by so walking, using buses and driving	Dean park terrace would benefit from some pedestrian crossing being in place?	Much prefer to walk around the city or get bus, especially if going to work. However, sometimes it's not achievable. For example, if taking one child to nursery, another to school then trying to get to work before 9. It wouldn't be possible to walk or get buses to do this. Sadly.
130	Access to St Bernards Crescent		
131	To travel to work.	I think this part of the route should absolutely be segregated.	I support the principles of this plan from ECC and ope it is implemented to the fullest extent.
132	Live nearby. Cycle up and down Queensferry road	Make cycle lanes wider and illegal.fir drivers to enter. Cyclists should be protected at the highest levels possible. And cycling will be encouraged more once it has a safer perception	There should be a dedicated cycle label on every road especially the main trunk roads.  Schools should have a ringed 'no parking' zone within 50m of every periphery.
133	Live nearby and have to cross the junction twice a day kn walk to work.	I think this improvement is overdue, especially measures stopping traffic using Learmonth Terrace as a short cut.	As a pedestrian, we need to crack down on cyclists thinking they can use pavements as their personal speed track!
134	Live nearby		
135	Commute to work	Yes people use the side streets as alternative routes to avoid traffic but this keeps the traffic coming up dean park terrace onto Queensferry road moving. Traffic turning right onto Queensferry road exits very slowly and so learmonth terrace access helps split the flow of traffic reducing congestion. Likewise access to Oxford terrace allows drivers wanting to turn left onto Queensferry roadto take an alternate route again reducing congestion. To take away these options will significantly increase traffic coming up dean	Dean bank terrace is a major traffic route, the introduction of this proposal will restrict the flow of traffic therefore increasing the high traffic times which in turn results in a higher pedestrian risk, not a lower one. The simple, effective and far cheaper solution is to install sorted bumps on the side streets

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		park terrace which increases the time high traffic volumes are present in the area which in turn increased risk to pedestrians. If you want to keep pedestrians safe simply install speed bumps on the side streets, alot cheaper and effective at ensuring drivers do not speed	surrounding dean park terrace to ensure drivers keep their sorted down when using alternative routes
136	Travel to city centre, walk and bus to work.	I am fully in favour of making the road segregated for cyclists. I feel walkers and cyclists have been an afterthought for far too long in the urban planning of Edinburgh. I strongly support these proposals.	I 100% support this proposal. I would even go further and say the segregated cycle lane should have bollards to protect drivers parking on the cycle lane which they may do.
137	We live in Lennox Street	We would fully support making the junction one way from Oxford Terrace to Dean Park Crescent but not vice versa. We also strongly oppose the status quo of 2 way access.  It might help if the road at the top of Dean Park Crescent was widen allowing two cars , one to go left the other right which would ease congestion.	
138	I use them for driving to work and other locations. I live on Lennox Street just next to these streets so this is a key entry and exit point for me and my family.	Queensferry Road is an extremely busy road, traffic calming actions to date have not been as successful as hoped. Exiting onto Queensferry Road is challenging be it going right or left (though particularly right). Reducing exit and entry points will negatively impact the large number of people who drive and live on Clarendon Crescent, Eton Terrace, Oxford Terrace and Lennox Street (where I live). I believe these proposals will make it more challenging and increase the risk for drivers. I think a better approach would be to have signage that shows that the Dean Park Crescent and Oxford Terrace access is for residents only and to show that it is 2 way. I also believe that the problem for pedestrians is much worse for pedestrians at the top of Dean Park Crescent rather than the section at the top of Oxford Terrace straight onto Queensferry Road.	I believe there should be a pedestrian crossing at some point on Dean Park Crescent to ensure there is a safe way to walk to School as Flora Stevenson is the catchment primary school. As a driver I believe that there needs to be more information to drivers and cyclists on how we use the roads together for e.g. drivers need to give the correct amount of space to cyclists, cyclists often are underlit for dark conditions and therefore a safety hazard to them and others, cyclists passing on the left are often putting themselves at risk

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			especially when done at a point a car may be turning left.
139	<p>Going to/ coming back from work (car)</p> <p>Taking children to childcare location (car)</p> <p>On our way to visit grand-parents (car)</p> <p>On our way into town at the weekend (on foot)</p>	<p>My preferred option would probably be complete closure of access between Dean park crescent and Oxford terrace IF and only IF a suitable 2 lane system is implemented for access to Queensferry Road from Dean Park Terrace (to separate traffic going right or left at the top of the road). Current arrangements mean cars have to cut through between Dean park crescent and Oxford Terrace to access Queensferry Rd and go towards Dean bridge or face a very long wait while cars try to turn towards the other side (having to manage traffic coming from both directions including traffic turning into Dean Park Terrace), as well as cyclists and pedestrians crossing in whichever way they see fit, no matter how dangerous. As a driver this junction is also very stressful. The changes should not only be for the safety of pedestrians and cyclists.</p> <p>The queues at rush hour are awful. (Dean Park Terrace going towards Wueensferry Road) Something also needs to be done for pedestrian trying to cross Queensferry road at this junction.</p>	I would currently not feel safe cycling around Edinburgh and would be reluctant to let my children cycle on the road.

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140	Pass through this area occasionally	<p>I support proposals across the city to make walking and cycling easier, as this will help to reduce motor vehicle traffic, with the associated benefits. Access still has to be maintained for residents, but introducing filtered permeability and closing rat-runs is a good idea.</p> <p>The proposals mention segregated cycle lanes on Queensferry Road, which would be welcome and there is space on this wide road for this, however the proposal images appear to show unsegregated painted lanes, which will not deliver a safe route for cycling.</p>	
141	I live on Learmonth Terrace.	<p>I'm strongly opposed to the proposal to make Learmonth Terrace one way at the junction of Dean Park Crescent as I believe it will increase traffic levels on the street further and make it more of a rat run for commuters heading to and from Comely Bank Avenue. As an aside, Learmonth Terrace is in desperate need of resurfacing.</p> <p>I'm in favour of 20mph speed limits on residential streets and as a father with a 3 year old son believe it is good for safety. However, I'm concerned that main roads such as A90 Queensferry Road have been reduced to 20mph as this is increasing congestion and pollution levels in the rush hour. There is always a balance to be struck and I'm not aware (thankfully) that there have been many accidents on Queensferry Road, so question the need to reduce the speed limit near to Dean Bridge. The increased levels of stationary traffic during the peak creates far bigger health and safety risks due to pollution and I would like the Council to revert the speed limit back to 30mph. I stress again that I am a father and support 20mph speed limits on residential streets such as Learmonth Terrace, but not on the main roads due to increased congestion and pollution.</p>	
142	live nearby and cross junction on way to and from	Zebra crossing for pedestrians crossing from Learmonth Terrace or Queensferry Road going into town due to lack of consideration by vehicles in allowing this voluntarily at peak times	I would cycle more if there were dedicated cycle lanes separate from vehicles driving on the roads

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	work daily		
143	cycle access to Stockbridge from SW side of city, and vice versa	Limited access to Learmonth Terr is welcome; but access for cyclists is needed - coming from Dean Pk Cres and heading west on Q'ferry Rd - access to Q'ferry Rd is easier from west end of Learmonth Terr - simpler junction, and some protection from lights-controlled junction at Orchard Brae	Do more to discourage driving. Air pollution is killing us all, especially children, and driving round town should be seen as socially irresponsible
144	Visiting family	<p>More needs to be done to reduce rat-running traffic along Learmonth Tce/Comely Bank Ave. For example, by restricting turns into/out of Queensferry Rd to left (or right) turn only.</p> <p>The width of the carriageway on Learmonth Tce and on Queensferry Rd at the junction should be at its absolute minimum (commensurate with allowing buses through), to allow pedestrians to cross the road more easily. Bend radii should also be minimised, to allow pedestrians to have good sightlines from the shortest possible crossing points.</p> <p>Segregated cycle lanes should be included on Queensferry Rd. Parking should be prevented on the segregated lanes and adequate facilities should be provided at the junction to allow cyclists to safely and conveniently turn into and out of Learmonth Tce, as well as allowing pedestrians to cross safely.</p>	Please do not compromise cycling and walking schemes by being afraid to take space from motor cars.
145	I live on Oxford Terrace and use the small road onto Dean Park Crescent to do all my food shopping in Stockbridge.	<p>I live on Oxford Terrace and use the small road onto Dean Park Crescent to do all my food shopping in Stockbridge. By closing off the access to Dean Park Crescent, it would mean all residents of Oxford Terrace, Clarendon Crescent, Lennox Street and Eton Terrace would have to pull out across Queensferry Road, taking a right turn, to make an immediate right turn onto Dean Park Crescent. I would consider that quite dangerous.</p> <p>I have no problem with limiting access from Oxford Terrace to a oneway right hand (Westbound) turn. As driving back up from Stockbridge only requires a left and left turn, thereby not crossing any traffic. That would also prevent cut throughs.</p>	

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		The main danger at this intersection is, in my view, not the access road at all but the fact that the turns from Queensferry Road onto Oxford Terrace and Dean Park Crescent are so close that it's hard for pedestrians, bicyclists, and other drivers to know which turn a driver is making. Perhaps a small roundabout is the answer?	
146	Walking or driving to work	I would hope that the width of the road opening and radius of the corners can be reduced at the Queensferry Rd/Dean Park Cres junction to improve safety	
147	Getting to Stockbridge from South West Edinburgh	Segregated cycle lanes should be included on Queensferry Road. Remove a traffic lane if you have to. Careful design of the junction is necessary to allow cyclists to safely and conveniently enter and exit from Learmonth Terrace.  The cycle lanes should not "disappear" at pinch points (as currently happens in most of Edinburgh, including at the southern end of Dean Bridge). Parking should be prevented on the cycle lanes. They should not "wobble" like the new one on East Preston Street does.	
148	Visits to family in Fettes and business in Stockbridge by bike and car from West End and on foot from Haymarket.	DPC is used as a rat run from QFR to Stockbridge and Fettes - a traffic management plan for the area should be produced to reduce the volume of traffic using DPC. Support the reduction in number of turning options - too much confusion and traffic in all directions.  Pedestrian build-out/narrowing of crossing desire lines for pedestrians to cross more quickly.  30mph zone to start further down QF road so that traffic at DPC junction is moving more slowly.	Changes need to be made as part of an overall transport plan for Edinburgh that delivers increases in active travel, and a decrease in pollution, with lower traffic volumes and increased health.

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
		<p>Segregated cycle lanes on QF road with priority over side turnings. (If cycle lanes are segregated, then motorists will not be disadvantaged behind cyclists before passing them as is intimated in the Proposal.)</p> <p>Cyclists should continue to be permitted to turn right from DPC to Learmonth Terrace, whilst this movement should be banned for motor vehicles.</p> <p>It is dangerous for cyclists to cycle out of Buckingham Terrace and it may be that this should be completely stopped up with pedestrian access only and a dropped kerb for access, rather than closed just to motor vehicles.</p>	
149	live nearby		
150	live nearby		
151	Live nearby		



	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
152	<p>I live nearby in Eton Terrace and use the access from Dean Park Crescent to Oxford Terrace to access Stockbridge. I have lived here for more than 40 years and am therefore reasonably familiar with this complex junction and how it is used. There does not appear to be request for views on the closure of Oxford Terrace to Queensferry Road? Is this a 'given' or are views being sought on this as well? Question 2 is of dubious utility to say the least, begging the question as to how the outcome will be used which is why I sit on the fence. Question 3 is answered on the basis that Oxford Terrace is closed to Queensferry Road - clearly there will be benefit to cycling</p>	<p>It is frustrating that these questions are not explicitly framed against the context of Oxford Terrace being closed to Queensferry Road. There are presently three problems with the Oxford Terrace/DPC link and these are mostly associated with Queensferry Road early morning peak traffic, to a lesser extent evening peak, and pedestrian and driver behaviour at and around this junction at rush hour(s).</p> <ol style="list-style-type: none"> <li>1. Traffic coming up DPC wishing to travel eastbound uses the link to join Queensferry Road at the end of Oxford Terrace, (thereby jumping the queue at the main road junction often caused by right turning traffic onto the main road) frequently lying across the entrance to Oxford Terrace from Queensferry Road, as if no vehicles could access Oxford Terrace from the main Road. Such drivers frequently assume the link onto DPC is one-way and align the vehicle on the wrong side of the road.</li> <li>2. Frustrated east bound queueing morning peak hour traffic on Queensferry Road will turn left into Oxford Terrace and at speed rat run along Clarendon Crescent to rejoin traffic at the Eton Terrace/Queensferry Road junction - thereby possibly saving a minute in the queue!!</li> <li>3. Pedestrians wander across the junction with Oxford Terrace/Queensferry Road and sometimes down the middle of the link from Oxford Terrace to DPC. The problem is the northern pavement to this link is too narrow, so drivers traveling up DPC and turning left are frequently unaware of pedestrians and vice-a-versa.</li> </ol> <p>If the Oxford Terrace / Queensferry Road junction is closed there should be scope to adjust the link to DPC from Oxford Terrace, perhaps taking it closer to Queensferry Road. Signage (local traffic only) and detailed design is likely to discourage east bound traffic from using Clarendon Crescent to rat run to come out at Eton Terrace/Queensferry Road while maintaining the utility of a two way junction for residents in Oxford Terrace/Lennox Street/Eton Terrace/Clarendon Crescent.</p> <p>Removing access to and from DPC via Oxford Terrace will have an undue adverse impact on the residents who live in the Eton Terrace/Lennox Street/Oxford Terrace/Clarendon Crescent Square, especially with the intended closure of Oxford Terrace. The latter will put all the traffic egress and access onto the Eton Terrace junction with Oxford Terrace. This is of significance for hgv traffic which will have to do the loop round the 'block' including the difficult right angled bend at the junction of Oxford Terrace</p>	

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
153	I live in Learmonth Terrace.	I am concerned about the safety of pedestrians when traffic comes from Oxford Terrace to Dean Park Crescent.	
154	I live closeby and use the streets to get to work and to access local amenities both by car and more often on foot.	<p>The whole junction (or set of junctions) needs simplified. As a Lennox Street resident, it would be a slight inconvenience not to be able to use the cutting directly to access Dean Park Crescent and I fear some residents may end up speeding round the block to exit it if the small cutting is closed westbound. Delighted that Learmonth Terrace will be changed to stop it being used as a short cut - very dangerous as cars come up Dean Park Cres on the wrong side to turn right into Learmonth.</p> <p>If the whole of the cutting from DPC to OT was closed off, could a small track be left open for cyclists, and could DPC then be widened out at the top (where the huge island is) into 2 lanes, one turning right onto Queensferry Road nad the other turning left onto the same?</p>	I would love to cycle to work but am too feart to go along the Queensferry Road. Standing at the bus stop watching cyclists, they are constantly tailgated by speeding Stagecoach buses who frequently overtake on the bend. Cycle lanes either disappear when most needed (eg westbound at the mini roundabout at Stewarts Melville, on the Dean Bridge) or are choked with parked cars (parents collecting children from SMC in the afternoon).

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
155	<p>I live near this junction and walk across it twice on most days. Odd though it may seem, it works as it is. No evidence at all is given by you that it is unsafe, and i strongly suggest that you get some before you contemplate making changes to it. I also suggest you review possible safety hazards of any changes contemplated before changing, instead of finding out the hard way afterwards. I also suggest you learn how to create a proper consultation survey: for example in the question immediately below you would do better</p>	<p>Re 3 above. I am a walker. You might think i want to benefit walkers, and that's right. But i have no idea what will benefit walkers, and i guess you don't either from the way you couple changes to benefits with no evidence at all that the connections are as you say.</p> <p>There is actually some evidence that complex junctions are safer than 'easy' ones. Do you know relative accident rates at different junctions on the Queensferry road?</p> <p>As it stands Q3 is worthless. Its a time we should be trying to move toward reputable consultation . What kind of Brexit do you fancy?</p>	<p>As a walker in the main, I find the main problem with motor vehicles is the fug, which i wish the council would try harder to reduce, especially the diesel fug which is probably going to substantially reduce the years of life i've got left .</p> <p>Cyclists are a mixture of mostly considerate, non fugging, decent human beings and a few aggressive menaces.</p>

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	<p>to speak of 'plans to change', not 'plans to improve'. Who would want to stand in the way of improvements? The whole point is to work out if they are improvements. There are other examples suggesting you wish to shove people toward ideas you already favour, by encouraging pretty well every response bias that survey designers are [?] taught to avoid.</p>		

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
156	<p>I live in Eton Terrace and use these streets for access. I mainly walk and sometimes drive a car. I use this junction to get onto Dean Park Crescent from Oxford Terrace by car. Any arrangement whereby I have to turn right onto Queensferry Rd means a difficult and sometimes dangerous manoeuvre especially in heavy traffic.</p> <p>The question 2 below is a nonsense as it does not say what the plans are. Without the detail I cant support or oppose. Similarly question 6</p>	<p>I prefer the present arrangement - any other arrangement will have adverse knock-on effects elsewhere. e.g. a lot of traffic will then go to Eton terrace /Queensferry Rd exit. It is already difficult to turn right here onto Queensferry Rd.</p> <p>I live in Eton Terrace and use these streets for access. I mainly walk and sometimes drive a car. I use this junction to get onto Dean Park Crescent from Oxford Terrace by car and vice versa. Any arrangement whereby I have to turn right onto Queensferry Rd would be a difficult and sometimes dangerous manoeuvre especially in heavy traffic.</p> <p>If the slip road from Oxford Terrace onto Dean Park Crescent is made one way there will be problems whichever way you do it. If closed altogether it will mean that traffic from Eton terrace and Lennox St will need to go round and through Clarendon Crescent to finally get out at Eton Terrace etc. It will make Clarendon Crescent more dangerous. It will also send large delivery vehicles around through Clarendon Crescent - not good. If you close it all together we will have to go right onto Queensferry Rd which is dangerous.</p> <p>If you close off Learmonth Terrace you will merely divert traffic onto S Learmonth Gardens.</p> <p>I would like to see the evidence on accidents on this corner. Usually if a junction is difficult then the traffic slows up and takes more care and therefore difficult junctions can be the best option for reducing accidents. If pedestrians are at risk then pedestrian lights are the answer. Cyclists can get off their bikes and walk - I always used to do this for difficult junctions when I rode a bike.</p> <p>You may end up merely displacing the danger elsewhere. This change has not</p>	<p>This is a very badly designed survey - question 2 and question 6 are impossible to answer. e.g. I dont ever use motorbike or tram or a train to get round Edinburgh. There is no way to put this down.</p> <p>This survey is dreadful and cannot be used to get a valid idea of opinion. It is very badly set out and it is not at all clear what the design of the new arrangements are. e.g. is Oxford Terrace being closed or not. the survey makes no sense.</p>

	Q1	Q4	Q9
Ref.	What do you currently use these streets for?	Please use the space below for any comments on the proposals, or suggestions on how these streets could be improved.	Please use the space below for any further comments related to walking and cycling in Edinburgh.
	is not possible to answer - see later comment	<p>been well thought out. You are not presenting the options properly and you have not told the local community what you are planning. Why have not all the houses around been leafleted? This is not a proper consultation.</p> <p>The question 2 below is a nonsense as it does not say what the plans are. Without the detail I cant support or oppose. Similarly question 6 is not possible to answer - see later comment</p>	

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# Appendix D Stockbridge and Inverleith Community Council – Meeting Minutes

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7pm

16 November 2016

Rooms behind Stockbridge Parish Church on Saxe Coburg Street

Ivar Christensen

Project Manager – Edinburgh Council

Alexander McNaughton

Civil Engineer – Sweco

Thank you to **Gregan Crawford** for giving us the opportunity to present at your meeting. Email me or phone me with comments.

Edinburgh Council employs Sweco consultants.

We are consulting with you on Dean Park Crescent. Pedestrian Safety.

**Seeking views from:** Residents, Visitors, Pedestrians, Cyclists, Drivers, Elderly, Disabled, Children, Elected Members

**About:** Pedestrian Safety on Dean Park Crescent. Crash History. Possible closures on Oxford Terrace, Learmonth Terrace and the link road between Dean Park Crescent and Oxford Terrace. Slow down drivers coming from Queensferry Road. 20mph gateway to city. Reduce conflicting turning movements. Simplify the junction. Reduce shortcuts. Buckingham Terrace TRO.

**So That:** Finalise Feasibility Study. Determine whether it's possible to move forward to preliminary design. No funding for construction currently.

**On/By:** End of calendar year

**Accomplish:** Increased pedestrian safety. Active Travel. 20mph.

Email or phone me with comments.

**Thank you**

**Meeting notes:**

As someone who lives on Eton Terrace, I want to be able to use the link road to get to Stockbridge. I don't want to have to turn on to Queensferry Road to get to Stockbridge.

I am against road closures and one-way roads. It leads to more traffic because people have to use a more circuitous route. I would prefer a roundabout.

Councillor Nigel Bagshaw: I live on Lennox Street. This has been a problem for 10–15 years with various attempts to resolve it. I have been nearly hit many times on my bicycle, headed to Stockbridge via the link road, as a motor vehicle comes the opposite direction on the wrong side of street. Flora's school is nearby. Many of my constituents on Lennox Street and Oxford Terrace have written in with similar concerns.

Nick: Sometimes drivers coming from the Dean Bridge will try to turn into the wrong junction. Why does this happen? Answering that question might lead to a better solution. (Alexander noted that most of the crashes involve vehicles turning right)

The junction is confusing for non-locals.

Signage went in two years ago. Blue arrow.

It would be a mistake to narrow the carriageway on Queensferry Road city-bound. If there's a queue, drivers can currently bypass the queue and turn left into Dean Park Crescent.

More discussion about near-misses on the link road.

I was nearly killed when driving with my father and trying to turn right onto Queensferry Road. There was a driver on the link road looking over his shoulder towards Queensferry Road rather than watching where he was going.

Could there be a zebra crossing on Dean Park Crescent between Comely Bank Avenue and Learmonth Terrace.

Could there be an additional turn lane for southbound traffic on Dean Park Crescent

Could the footway be widened at the bus stop on Dean Park Crescent. (Shona and Ivar indicated it could not due to the retaining wall adjacent)

Leslie Place should not have parking on both sides of the street, it's too narrow to have that, plus buses and two-way traffic. 25 metres of double yellow lines went in two years ago to great controversy and eventually Councillor Hinds found a place for 8 replacement parking spaces.



