

Holyrood Park to Ratcliffe  
Terrace, QuietRoute 30

Walk and Cycle  
Improvements

Consultation Report

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# 1 Introduction

The City of Edinburgh Council (CEC) is delivering a package of improvements to the QuietRoute network for walking and cycling across the city. During the preliminary and detailed design stages, CEC and AECOM are undertaking a range of consultation approaches with stakeholders and the public to achieve better design outcomes.

This report summarises the consultation exercise undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 30; Holyrood Park Road to Ratcliffe Terrace.

# 2 Proposals

The proposals are highlighted in the figures below and include:

- A new pedestrian and cycle crossing on Holyrood Park Road at East Parkside;
- A segregated cycleway on Holyrood Park Road;
- Junction and crossing improvements on Dalkeith Road at Holyrood Park Road and Blacket Place;
- A segregated cycleway on Dalkeith Road;
- Junction improvements at junction of Blacket Place and Blacket Avenue;
- Junction and crossing improvements at the Minto Street / Blacket Avenue / Duncan Street junction;
- Junction improvements at the Duncan Street / Upper Gray Street / South Gray Street junction and the South Gray Street / West Mayfield junction; and
- Continuous footways at various locations along the route.

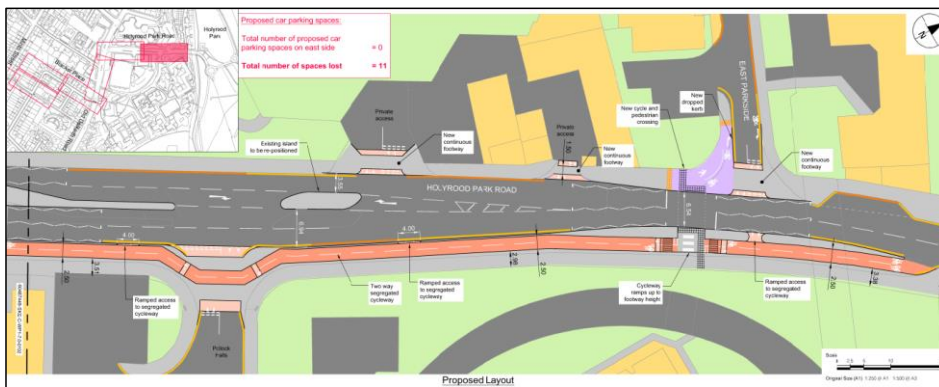


Figure 1 Holyrood Park to Ratcliffe Terrace proposals (1 of 11)

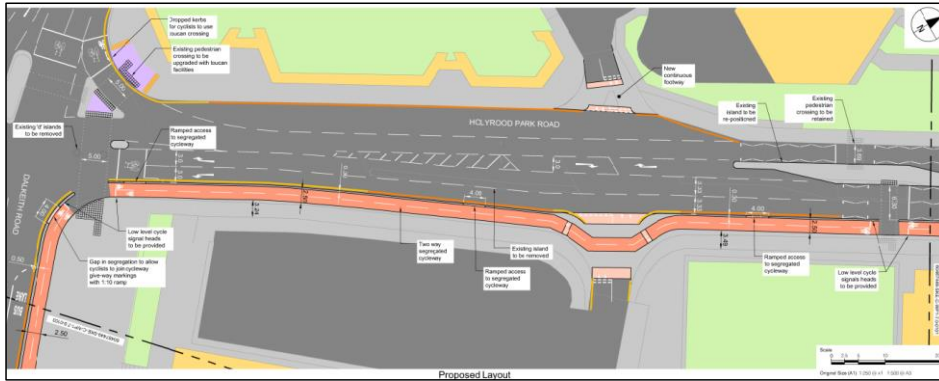


Figure 2 Holyrood Park to Ratcliffe Terrace proposals (2 of 11)

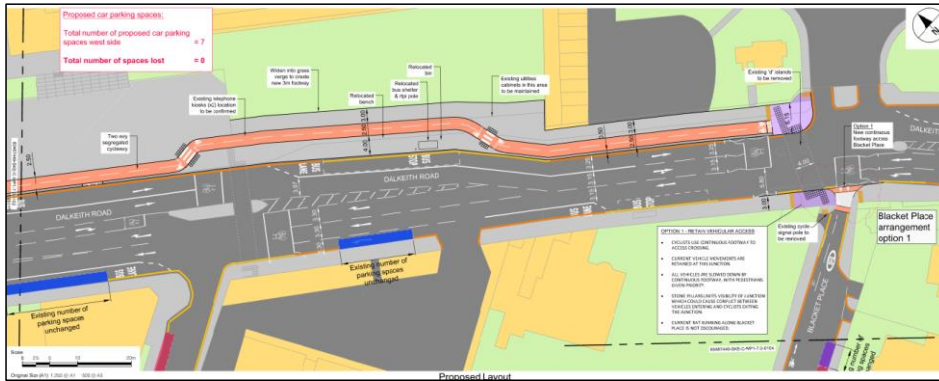


Figure 3 Holyrood Park to Ratcliffe Terrace proposals – Option 1 (3 of 11)

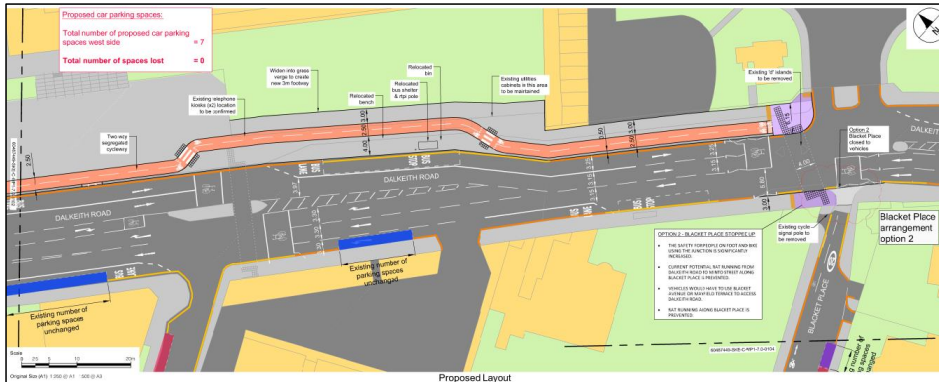


Figure 4 Holyrood Park to Ratcliffe Terrace proposals – Option 2 (4 of 11)

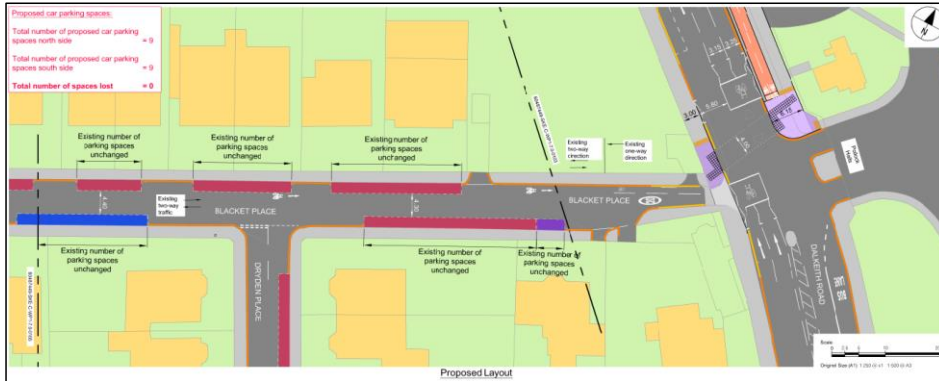


Figure 5 Holyrood Park to Ratcliffe Terrace proposals (5 of 11)

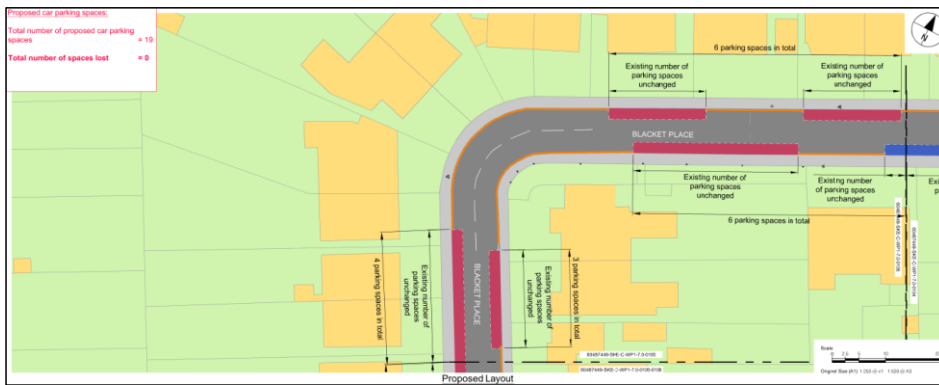


Figure 6 Holyrood Park to Ratcliffe Terrace proposals (6 of 11)

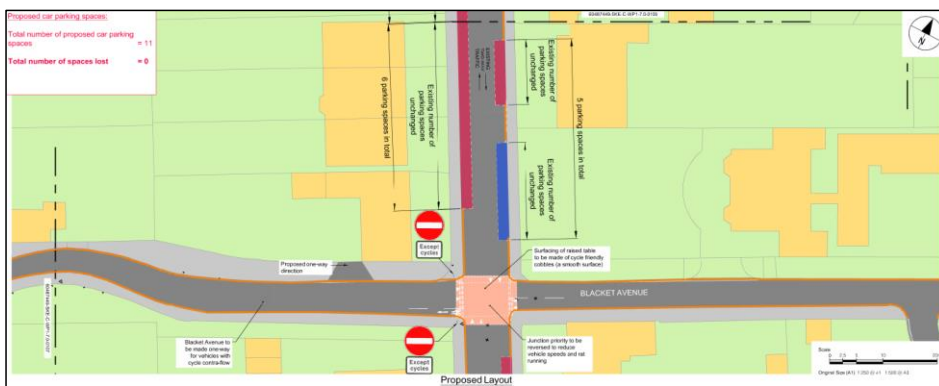


Figure 7 Holyrood Park to Ratcliffe Terrace proposals (7 of 11)

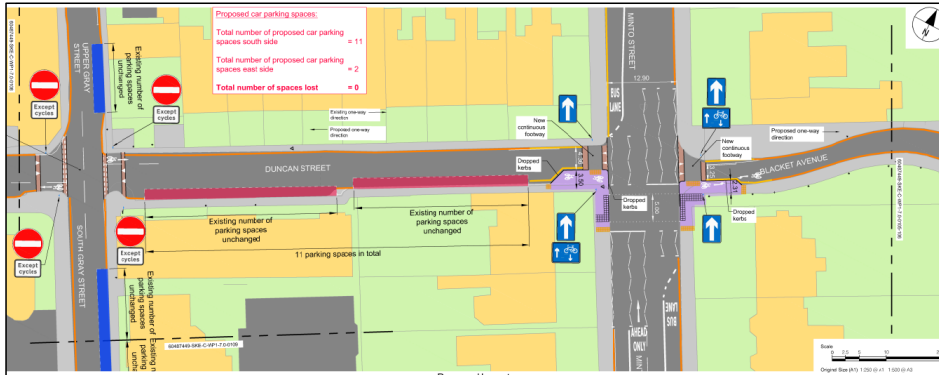


Figure 8 Holyrood Park to Ratcliffe Terrace proposals (8 of 11)

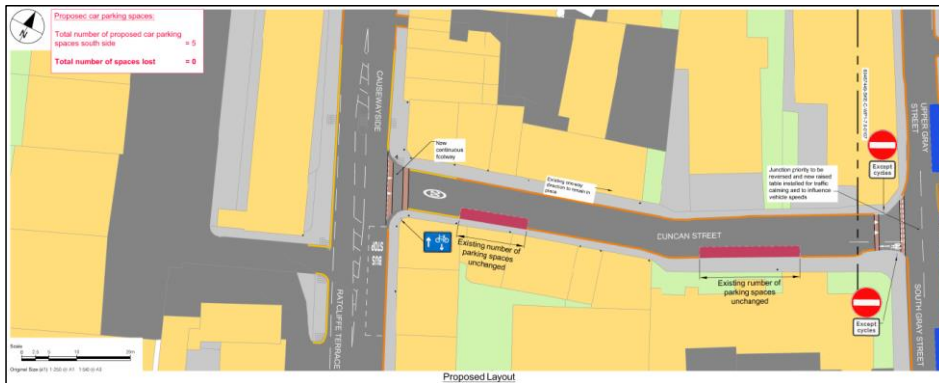


Figure 9 Holyrood Park to Ratcliffe Terrace proposals (9 of 11)



Figure 10 Holyrood Park to Ratcliffe Terrace proposals (10 of 11)



Figure 11 Holyrood Park to Ratcliffe Terrace proposals (11 of 11)

### 3 Forms of Consultation

Meeting/workshop with internal Council stakeholders	Invited to the workshop
Meeting/workshop with external stakeholders	A joint external workshop and public exhibition was held on 31/05/17 at Newington Library between 5pm and 8pm
Public Exhibition	A joint external workshop and public exhibition was held on 31/05/17 at Newington Library between 5pm and 8pm
Consultation Hub	Information was posted on The Council's consultation hub from 19/05/17 to 30/06/17.
Leaflets	Leaflets were distributed to 937 households in May 2017
Social Media	Consultation through the Council's Facebook and Twitter.
Online Survey	A total of 148 responses were received through the consultation hub survey.
E-mail Consultation	A total of 10 emails were received.

## 4 Stakeholder Consultations

A total of 12 individuals representing 7 different organisations provided e-mail and verbal feedback during the stakeholder consultation. Six stakeholders supported the proposals. Many stakeholders did not state whether they supported or opposed the proposals; these stakeholders have been shown in the figure below as having a neutral position.

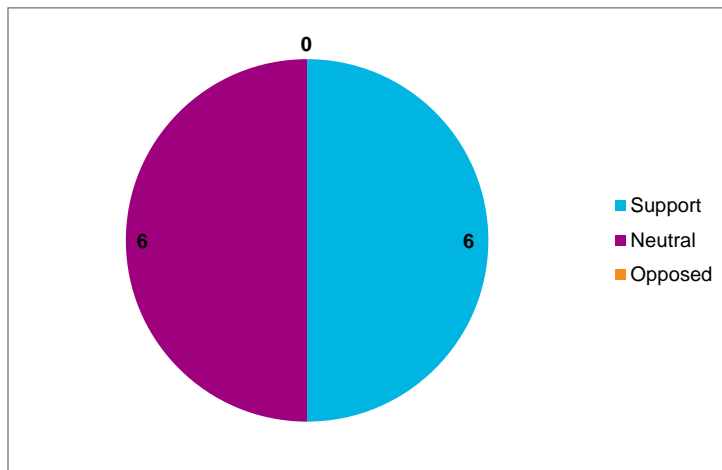


Figure 12: Stakeholder support for the proposals

In addition to the levels of support shown above, some of the key issues raised throughout the stakeholder consultation are shown below.

Table 1 Holyrood Park Road to Ratcliffe Terrace – Key Stakeholder Issues Raised:

Issue Rank	Issue	No. of Responses
1	Would like to see improvements made to Holyrood Park to complement the proposed route / consultation to be undertaken with Historic Environment Scotland regarding improvements in Holyrood Park	5
2	Desire to see no-priority ("Danish") arrangements at crossroad junctions between residential streets	4
=3	Would like to see one-way segregated cycleways on both sides of Holyrood Park Road	2
=3	Would like to see the proposals for the side road junctions on the Holyrood Park Road segregated cycleway revised	2
=3	Would like to see improvements made to the junction of Dalkeith Road and Salisbury Road	2



Issue Rank	Issue	No. of Responses
=3	Impact on vehicle movements within, and in the vicinity of, the scheme extents (Blacket area, and Upper Gray Street / South Gray Street / Middleby Street)	2
=3	Would like to see improvements made to the junction of Ratcliffe Terrace, West Mayfield, Mayfield Road and Fountainhall Road	2
=3	Desire to see protection for cyclists at junction of Duncan Street and Ratcliffe Terrace	2

Source: External stakeholder workshop and dedicated consultation e-mail address

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

## 5 Public Exhibition and e-mail Consultations

As shown below, a total of 40 local residents provided feedback during the public exhibition. At the exhibition two residents stated outright support for the proposals and three stated opposition to them. Many residents did not state whether they supported or opposed the proposals; these residents have been shown as having a neutral position. The key issues raised throughout the public consultation are shown in Table 2 below.

**Commented [PW1]:** I've assumed that multiple means 2. 31 responses + 6 two/multiple residents + 3 from stakeholder worksheet = 40

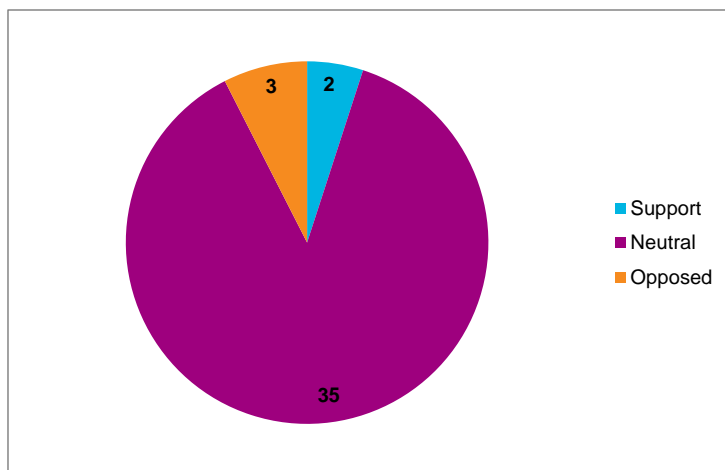


Figure 13: Public support for the proposals

Table 2 Holyrood Park Road to Ratcliffe Terrace – Key Public Issues Raised:

Issue	No. of Responses	Council Response
Desire to see no-priority (“Danish”) arrangements at crossroad junctions between residential streets in the Blackets area	4	Such a layout is not normally permitted under UK road layouts. However, it could be considered if shown to be strongly beneficial.
Existing traffic delays at the Salisbury Place / Minto Street junction	3	See Section 7.1
Against stopping up Blacket Place	3	See Section 7.1
Against the proposals for the continuous footway at East Parkside / Holyrood Park Road junction	3	See Section 7.1
Against changing the priority of the Duncan Street / South Gray Street / Upper Gray Street junction, as it will increase speeds along Upper/South Grey Streets	2	We shall consider design alterations to reduce traffic speeds here

Issue	No. of Responses	Council Response
Would be against any loss of parking on Mayfield Terrace at the junction with Blacket Place	2	There is no planned changes to parking at this location
A complementary scheme needs to be provided in Holyrood Park	2	Extending the scheme through Holyrood Park is under consideration with Historic Environment Scotland
Reduce street clutter	2	A de-cluttering exercise shall be undertaken as part of the scheme

Source: External stakeholder workshop and dedicated consultation e-mail address

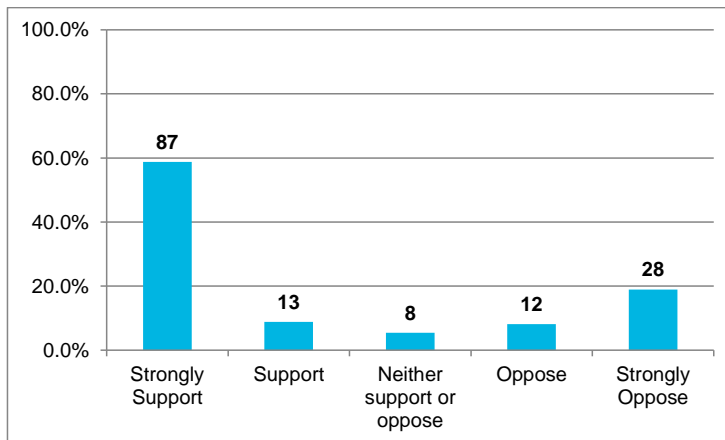
A full list of public consultation comments is provided in **Appendix B**.

## 6 Online Survey Consultations

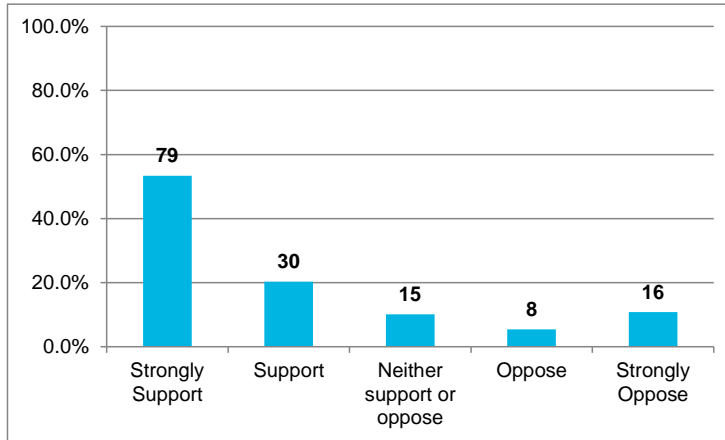
There were 148 responses to the online survey which are summarised here.

### 6.1 Level of Support for Improving Cycling and Walking Conditions

To what extent do you support the aim of improving cycling conditions on the route proposed?



“To what extent do you support the aim of improving walking conditions on the route proposed?”



## 6.2 Level of Support for Proposals

The level of support for the proposals was analysed based on three data sets:

1. All respondents  
All of the respondents to the survey (148 respondents).
2. Non-cyclists  
Respondents who did not answer that they used a bicycle as their only method of transport for either travel to work, travel to education or travel in and around Edinburgh (119 respondents).
3. Respondents within a 500 metre buffer of the proposed scheme  
Respondents who provided a postcode that was within 500 metres of the proposed scheme (45 respondents). Those respondents who provided a postcode outwith this area, and those who did not provide a postcode, were excluded.

The survey question was as follows:

**“To what extent do you support each of the proposed designs between Holyrood Park Road and Ratcliffe Terrace?”**

The results from the three data sets are presented in section 0, 6.2.2 and 6.2.3 respectively.

### 6.2.1 All Respondents

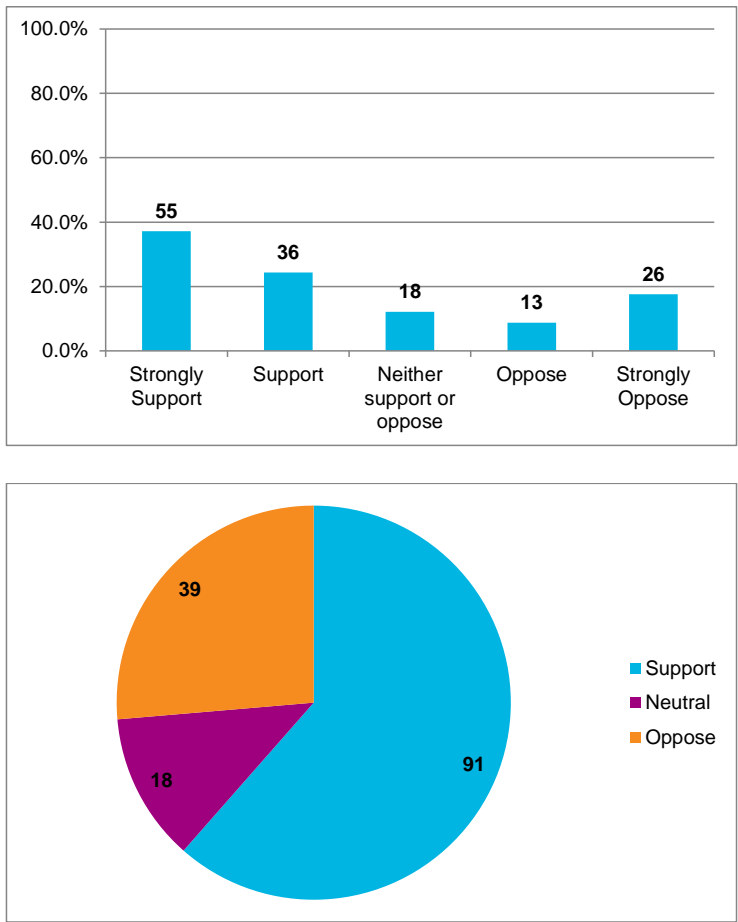


Figure 14 Support for proposals – Online survey (all respondents)

Of the 148 survey respondents, overall most were either **supportive** or **strongly supportive** of the proposals.

## 6.2.2 Non-cyclists

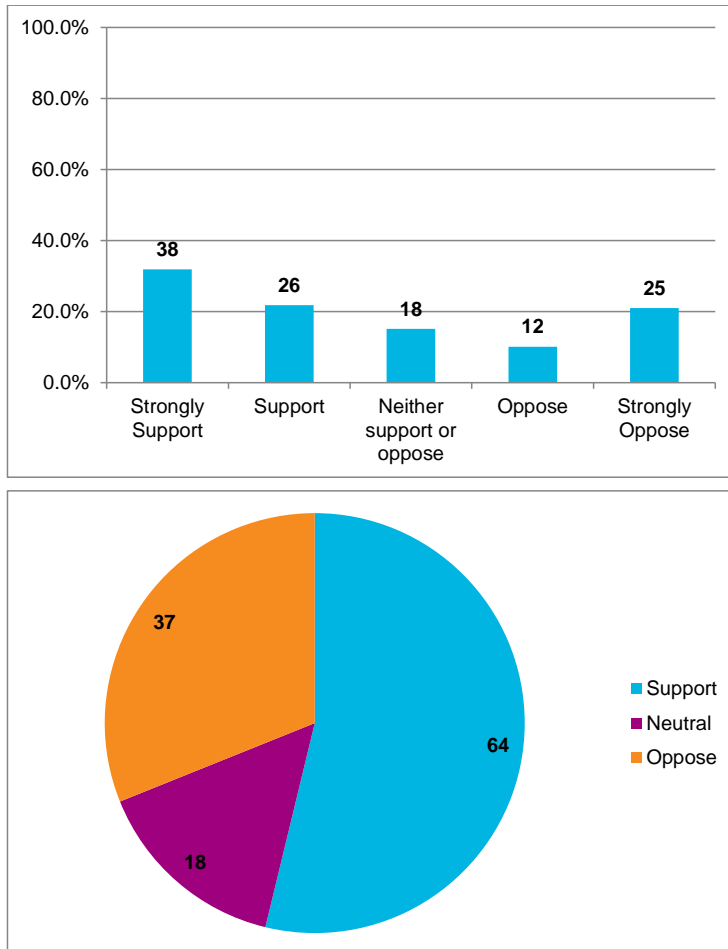


Figure 15 Support for proposals – Online survey (non-cyclists)

Similarly, for respondents who did not answer that they used the bicycle as their only method of transport for either travel to work, travel to education or travel in and around Edinburgh, overall most were either **supportive** or **strongly supportive** of the proposals.

### 6.2.3 Respondents within 500m Buffer Zone

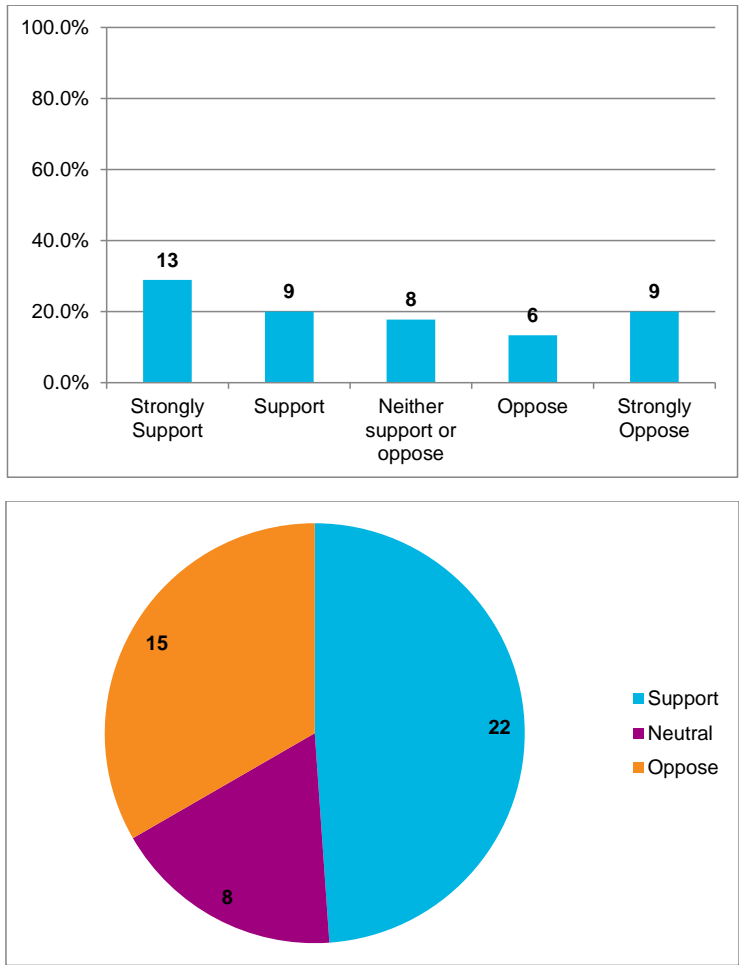
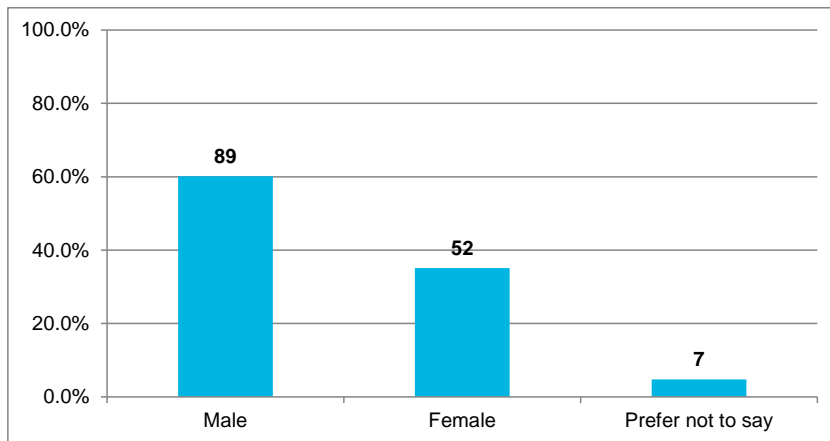


Figure 16 Support for proposals- Online survey (Residents within a 500m Buffer)

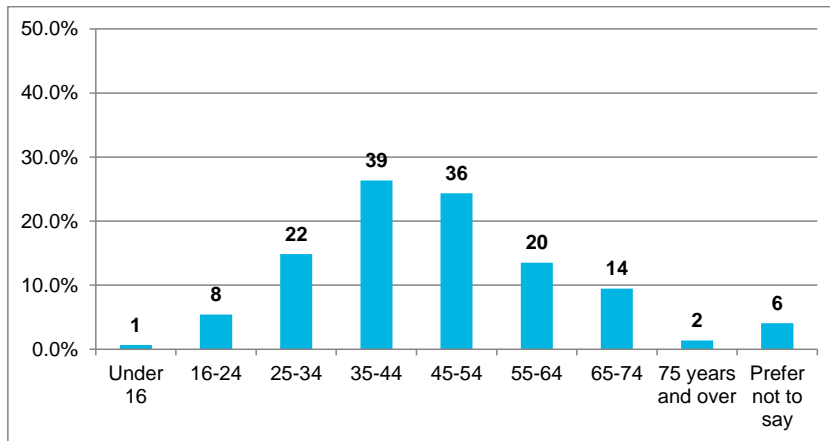
For respondents who lived within a 500m buffer of the scheme, almost half (48.89%) were either **supportive** or **strongly supportive** of the proposals.

## 6.3 Survey Respondent Demographics

“Please tell us your gender”



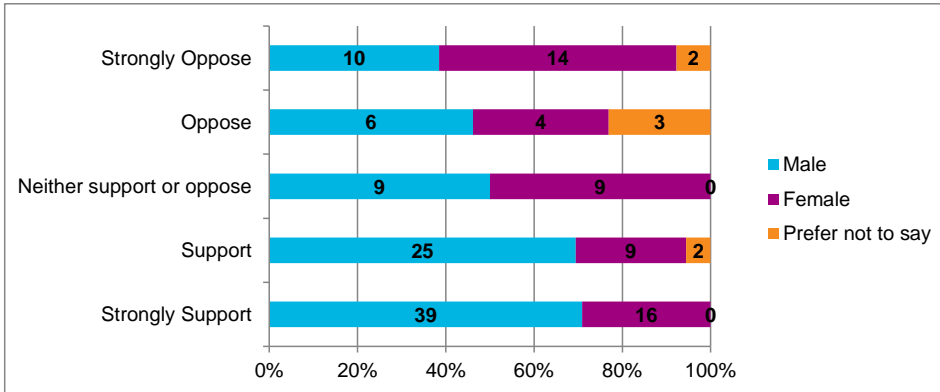
“To which of these age groups do you belong?”



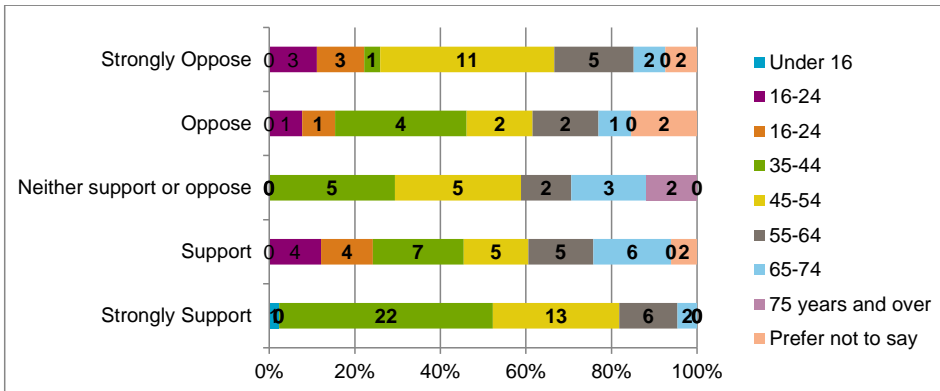


## 6.4 Demographics of Support for Proposals

Levels of support for Holyrood Park Road to Ratcliffe Terrace proposals by gender

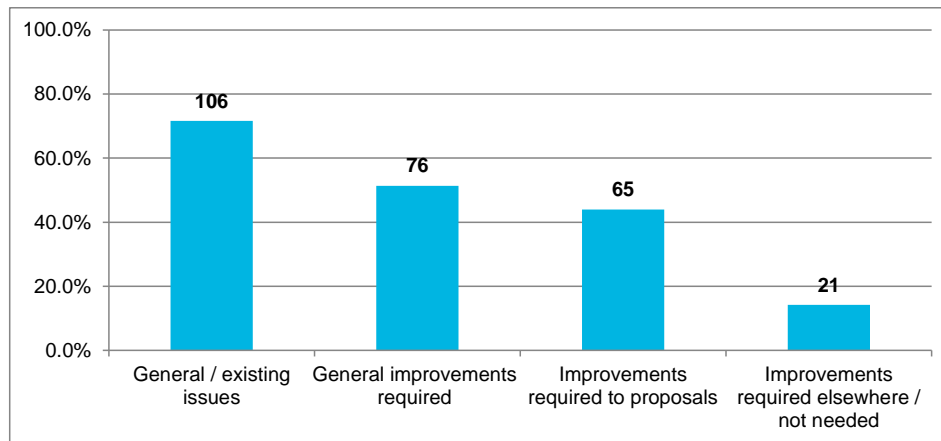


Levels of support for Holyrood Park Road to Ratcliffe Terrace proposals by age



## 6.5 Online Survey - Key Issues

### Most common comments of concern – Online survey



### 6.5.1 Key Issues Raised

65 (43.9%) of the survey respondents had comments on the proposals and the most common comments raised are shown below.

#### Key Improvements Required – General (65 responses, 43.9%)

1. General (14)
2. Risk of congestion / delays (9)
3. Blacket area (8)
  - One-way on Blacket Avenue;
  - Blacket Ave / Minto St junction;
  - Blacket Avenue / Blacket Place junction.
4. Improvements to the segregation are required (7)
5. Route alignment (6)
- =6. Parking proposals (5)
- =6. Duncan Street (5)

## 6.5.2 Dalkeith Road / Blasket Place Junction Design Options

Two options were designed for the junction of Dalkeith Road and Blasket Place:

- Option 1 – Providing a continuous footway across Blasket Place at Dalkeith Road, and retaining the existing vehicle movements; and
- Option 2 – Stopping up Blasket Place, preventing vehicular access, and providing a footway across the existing junction.

In the online survey, respondents were asked whether they preferred Option 1, Option 2 or neither of these options. They were then invited to state their reasons why they chose the answer that they did.

As for the analysis of the level of support for the proposals, three data sets were analysed: all respondents; non-cyclists; and respondents within 500m of the scheme.

### All respondents

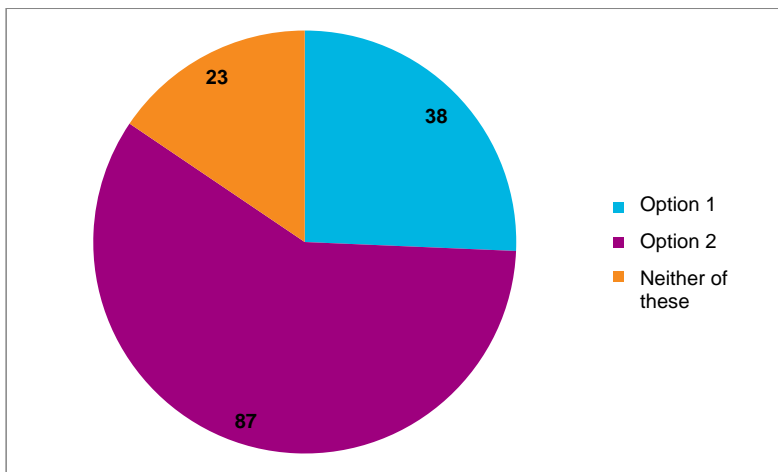


Figure 17: Public support for options 1 and 2

38 respondents (25.7%) voted for Option 1, 87 ( 58.8%) voted for Option 2 and 23 (15.5%) voted for 'Neither of these'.

Non-cyclists

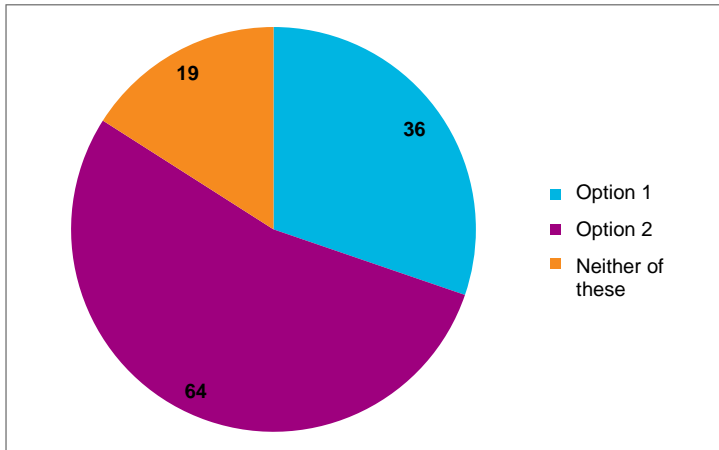


Figure 18: Public support for options A and B (non-cyclists)

Of the 119 respondents who did not use a bicycle as their only form of transport to either work, education or in and around Edinburgh, 36 respondents (30.3%) voted for Option 1, 64 respondents (53.8%) voted for Option 2 and 19 respondents (16.0%) voted for 'neither of these'.

Respondents within 500m Buffer Zone

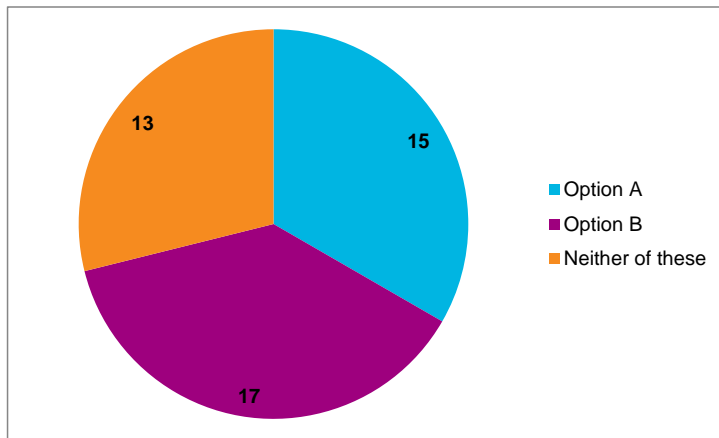


Figure 19: Public support for options A and B (residents within 500m buffer)

Of the 45 respondents who lived within a 500m buffer zone of the scheme, 15 respondents (33.3%) voted for Option 1, 17 respondents (37.8%) voted for Option 2 and 13 respondents (28.9%) voted for 'neither of these'. The breakdown of the comments associated to 'neither of these' indicates an even split between those wanting no change/neither option and those with a preference toward option 2/satisfied by either option.

The key issues raised regarding this junction are shown in Table 3 below.

**Table 3 Holyrood Park Road to Ratcliffe Terrace – Key Issues Raised Relating to Dalkeith Road / Blasket Place Junction:**

Issue Rank	Issue	No. of Responses
1	Option 2 would be safer and more convenient for pedestrians and/or cyclists	40
2	Option 1 due to inconvenience to other vehicles / impact on traffic flows / increased pollution due to re-routing	23
3	Option 2 would help reduce rat-running	17
4	Existing arrangement is unsafe	16
5	Maintain the existing arrangement	9
6	Stopping up Blasket Place would inconvenience residents	6
7	Stopping up Blasket Place is not necessary	4

### 6.5.3 Other Commonly Raised Comments

Some of the other most commonly raised comments highlighted throughout the survey are shown below.

#### Most common responses – General / existing issues (106 responses, 71.6%)

- Existing conditions could be improved / made safer (57)
- Volume of traffic / Congestion / Rat running (37)
- Road layout (25)
- No existing issues (19)
- Driver behaviours (13)
- Cycling behaviours (12)

#### Most common responses – General / existing issues (76 responses, 51.4%)

- Enhanced active travel network / infrastructure required (39)
- Safer environment for cyclists (30)
- Transport Mode Prioritisation (16)
- Safer environment for all users (12)

#### Most common responses – Improvements required elsewhere / not needed (21 responses, 14.2%)

- No improvements required / sufficient provision already (15)
- Other issues (5)
- Surfacing (3)

## 6.6 Preferred Mode of Travel

When asked about their preferred mode of travel if you had the choice: 68.9% of survey respondents stated that they currently used active travel means to get to their place of work or study. Of these 41.9% stated that they currently walk and 50.7% that they currently cycle.

65.5% of survey respondents said that given the choice of all travel modes, they would prefer to continue to travel as they do now. 82.4% of survey respondents either stated that if they had the choice that they would choose active travel means, or that they wished to continue using active travel means as they currently did.

Some of the key issues raised that people stated prevented them from taking their preferred mode of travel included:

1. Safety concerns (16)
2. Lack of infrastructure (11)
3. Volume of traffic (6)
4. Inconvenient (3)
5. Weather (3)
6. Lack of tram routes (3)

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

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## 7 Consultation Summary

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

The most common issues raised during the stakeholder consultations were the desire to see complementary improvements in Holyrood Park and the desire to see no-priority (“Danish”) arrangements at crossroad junctions between residential streets.

During the public consultation, some of the key issues that were raised were the desire to see no-priority (“Danish”) arrangements at crossroad junctions between residential streets, existing traffic delays at the Salisbury Place / Minto Street junction, residents being against stopping up Blacket Place, and residents being against the proposed layout at the junction of Holyrood Park Road and East Parkside.

In the online survey, 61.5% of survey respondents were either strongly supportive or supportive of the proposals, with 12.2% of respondents being neutral and 26.4% opposing or strongly opposing the proposals.

38.5% of survey respondents mentioned that existing conditions / layout could be improved or made safer. The primary reasons that survey respondents gave for not walking or cycling in Edinburgh were safety concerns and the lack of infrastructure (generally / on-road / segregated).

43.9% of survey respondents stated that improvements to the existing proposals are required. The most common responses were as follows:

- General improvements required /improvements required to all proposals;
- Risk of congestion / delays due to changing priorities and one-way street proposals; and
- Changes / modifications required to proposals for Blacket area.

Regarding the design options for the Blacket Place / Dalkeith Road junction, 58.8% of survey respondents preferred design Option 2 (stopping up Blacket Place, preventing vehicular access, and providing a footway across the existing junction) compared to 25.7% who preferred Option 1 (providing a continuous footway across Blacket Place at Dalkeith Road and retaining the existing vehicle movements). The most common response was that Option 2 would be safer and more convenient for pedestrians and / or cyclists. Among those who did not identify as regular cyclists, there was still a majority of support to close Blacket Place. Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.

## 7.1 Design decisions based on consultation

Based on the feedback from this consultation the Council has made the following design decisions detailed below. A full listing of all the responses received are detailed in the Appendices below, along with a response from the Council where appropriate and related to the design.

### General

- Junctions have been designed so that they are accessible by cyclists with trailers. We will check whether tandems can make the manoeuvres and consider whether design alterations are achievable within other project constraints.
- Expert findings from where continuous footways have been recently implemented in the UK suggests that unless there is high number of pedestrians compared to vehicles and/or a segregated cycleway, then continuous footways may not be appropriate. Based on this we are considering only retaining continuous footways at the entrances of The Royal Commonwealth Pool and Pollock Halls on Holyrood Park Road and at the junction of Duncan St/Causewayside. At the other locations where continuous footways were proposed, we shall implement raised tables, which retain the usual layout of a give-way line at the mouth of the junction.
- We will consider improvements to ensure cycle and pedestrian safety where the footway/cycleway intersects with side roads.

### Holyrood Park Road/East Parkside

- We will consider ending the cycleway at the crossing to East Parkside if the scheme is not delivered that the same time as links through the park are improved.

### Holyrood Park Road/Dalkeith Road

- We will consider changing the single yellow lining at the cycle access ramps to double yellow lines, however we are aware of parking demands here and thus may decide that occasional limited access, due to parked cars, at these locations is acceptable.
- On Holyrood Park Road, we shall re-assess whether the separation strip between the road and cycleway on can be widened to make it more user friendly for people alighting from vehicles and particularly coaches.
- We will consider how best to integrate cyclists back onto Dalkeith Road at the end of the segregated cycleway heading southbound.
- We will consider, as a future project, providing a cycle link north along Dalkeith Road and linking up with the segregated cycleway at St Leonards, however this may be beyond current available budgets.
- We will consider altering the design to include footway improvements and carriageway narrowing on the north side of Holyrood Park Road.

### Dalkeith Road/Salisbury Road

- We will undertake further design and traffic modelling to try and improve pedestrian crossings and pavements at the junction with Salisbury Road.

### Blacket Place/Blacket Avenue/Dalkeith Road/Minto Street

- We will consider raised tables across the western gate of the Pollock Halls entrance
- In order to deliver a safe, convenient crossing of Minto Street at Blacket Avenue, it is not possible to retain two-way access on Blacket Avenue.
- At the Minto Street/Blacket Avenue crossing we will consider design alterations to separate cyclists and pedestrians and minimise potential for conflicts between cyclists and pedestrians.



- We have considered permitting the right turn from Minto Street into Blacket Avenue, however we feel this would encourage rat running along Blacket Avenue, which would be detrimental to residents, the nursery and cyclists using the route. Alternative access is possible from the south via Dalkeith Road.

#### **Closing Blacket Place**

- **On balance, based on the feedback to this consultation and traffic monitoring, we are proposing to take forward the option to close Blacket Place.**
- Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic. Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Place. When only regarding the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.
- We note some peoples' concern about it being more challenging to turn into Blacket Avenue than Blacket Place. However, we have conducted traffic monitoring at peak time which indicates there are not significantly less opportunities to turn right from Dalkeith Road to Blacket Avenue than at Blacket Place (an opportunity to turn right once every 45 seconds compared to every 35 seconds). As such, we do not think closing Blacket Place would significantly hinder residents trying to access the Blackets area.

#### **The Blackets Area (In General)**

- We will consider whether any patching or surfacing work is required on the route through the Blackets area.
- We will assess whether junction efficiency improvements can be made at Salisbury Road/Minto Street and West Mayfield/ Mayfield Gardens. This will take cognisance of the suggestions and issues that you have highlighted. We will also consider altering the proposed one-way restrictions on Duncan St to one way 'plugs', where the one-way restriction only applies at the junctions of Duncan St/Minto St and Duncan St/Causewayside and the rest of Duncan Street remains two-way. This will permit residents to access properties from Upper/South Gray Streets whilst still preventing rat running.
- We will consider a way to reduce traffic speeds for all directions and ensure that any change in priorities is clear to all users.
- We note the preference for natural stone and flat top setts for raised tables in the conservation area and will include this in the design.

#### **Duncan Street/Upper Gray Street/South Gray Street**

- We will consider a raised table across the junction of Duncan St/Upper/South Gray Street. We will also consider ways to make the junction slower from all directions.
- We will consider ways to safely allow cyclists to wait at the western end of Duncan St so that they are not at risk of collisions from turning vehicles.
- We will consider whether further traffic calming measures are required on Duncan Street to make it safer for cyclists. Use splitter island as per New Street.

#### **Mayfield Terrace**

- We will consider a raised table at the junction of Mayfield Terrace/Minto Street to further reduce traffic speeds and increase pedestrian safety.
- We will consider traffic calming measures on South and Upper Gray Streets.
- To improve safety for cyclists along the narrow section of Mayfield Terrace we will add markings and signs highlighting to drivers the potential of cyclists travelling in contra-flow to vehicles.

- We will we consider whether a yellow box or keep clear markings can be added to the junction of Mayfield Terrace/Minto Street to make turning out of Mayfield Terrace easier.
- We note the concerns of some people to potential increases in traffic on Mayfield Terrace. Having undertaken traffic monitoring during peak time, we do not consider the level of traffic currently coming onto Duncan Street to be high enough to cause significant delays or access issues for residents on these neighbouring streets.

#### **Middleby Street**

- We note the concerns of some people to potential increases in traffic on Middleby Street. Having undertaken traffic monitoring during peak time, we do not consider the level of traffic currently coming onto Duncan Street to be high enough to cause significant delays or access issues for residents on these neighbouring streets. In particular, we think it is unlikely that Middleby Street will become significantly more trafficked as the alternative routes along Salisbury Place and West Mayfield give more direct connectivity to likely destinations.
- We will consider banning HGVs from using Middleby Street, except for loading on the street itself, such as for removal vans.

#### **West Mayfield**

- We shall update the drawings to show the driveway of No. 21 and adjust the loss of parking spaces.

## **7.2 Next Steps**

**Whilst it is still the intention of the Council to progress this scheme to full construction. Due to a lack of resources it has, at the time of writing this report, been put on hold.** All consultees who have asked to be kept informed about the scheme, will be notified once the scheme progresses to the next stage of consultation, at the end of detailed design.

## Appendix A - Stakeholder Consultation Comments (submitted separately to the online survey)

### Holyrood Park Road to Ratcliffe Terrace – Stakeholder Comments

Date	Organisation /Type	Comment	Consultation Type	Council Response
2017.05.31	Spokes	<ul style="list-style-type: none"> <li>If constructing before Holyrood Park section is ready then end the segregated cycleway at the parallel crossing (at East Parkside).</li> </ul>	External Stakeholder Workshop / Public Exhibition	We will consider this if the two schemes are delivered at different times
2017.05.31	Spokes	<ul style="list-style-type: none"> <li>Extend segregated cycleway along Dalkeith Road from Commonwealth Pool to the existing segregated cycleway at St Leonards St. This would provide cycle access for the new halls of residents and high quality cycle facilities at the most challenging section of Dalkeith Road for cyclists.</li> </ul>	External Stakeholder Workshop / Public Exhibition	We will consider this extension as a future phase of the project
2017.06.26	Spokes	Spokes also submitted long, detailed feedback, which could not be easily included in this table format. It has been included in Appendix D	E-mail consultation	See Appendix D
2017.06.27	Living Streets	Living Streets submitted long, detailed feedback, which could not be easily included in this table format. It has been included in Appendix D	Email - Public Consultation	See appendix D
2017.06.28	Blacket Association	<p><u>General point</u></p> <p>The plans are focused only on the cycleway and take no account of the consequent impact on vehicle traffic flows, congestion and safety: for example, by forcing more traffic through fewer entrances and exits to the Blakett area and by creating more congestion at the Salisbury Place/Minto Street junction.</p> <p><u>Entry from Dalkeith Road to Blakett Place</u></p>	E-mail consultation	<p><u>General Point</u></p> <p>In order to deliver a safe cycle and pedestrian route we believe it is necessary to reduce traffic flows on certain streets. An impact of this may be increases in traffic flow at the Salisbury Place/Minto Street Junction. We have undertaken traffic counts and re-routing scenarios. Whilst there will likely be some increases in traffic on some roads in the area, we do not think will cause significant increases in congestion and difficulty for residents when accessing their homes. On balance we believe that delivery of this section of the Edinburgh QuietRoutes network is an important step toward achieving the Council's goals</p>

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		<p>If this entry point is barred to vehicular traffic, it will result in all traffic turning into the Blacket area being pushed to the other two junctions, which have no lights and two-way entrance/exits through narrow pillars. This is less safe, especially when turning right from the north into Blacket Avenue.</p>		<p>of more active travel and less car travel. We think the general support for the project in this consultation confirms that this project should be implemented.</p>
		<p>The pillars at all the entrances into the Blacket area are listed and are an important feature of this conservation area.</p>		<p><u>Entry from Dalkeith Road to Blacket Place</u> We have completed traffic monitoring at peak times which show that the opportunities to turn right into Blacket Avenue from Dalkeith Road are not significantly fewer than at Blacket Place (1 every 45 seconds compared to 1 every 35 seconds). Given the number of right turning vehicles we do not think that this should incur significant delays for residents accessing their homes or congestion on Dalkeith Road.</p>
		<p><u>Junction of Blacket Place and Blacket Avenue</u> There is a safety issue around the change of priority at the junction of Blacket Avenue and Blacket Place with cars going straight across on Blacket Place having priority as part of the discouragement of the use of Blacket Avenue as a rat run. At the consultation at Newington Library one consultant said that they were thinking of adopting a ‘Danish system’ with the raised speed bump – in other words, change the priority but not put up signs to this effect – i.e. ensure that drivers approach the junction uncertain about priorities so they all slow down.</p>		<p>From the consultation survey the majority of respondents preferred for Blacket Place to be closed. Of the respondents who live in 500m of the route there was a more even split of views, however closing the street held the largest proportion. Therefore, on balance, we feel that closing the entry to Blacket Place, is a better solution for the safety of cyclists and pedestrians using the scheme and has the majority of support.</p>
		<p>Currently a few cars travel along Blacket Avenue and across this junction at some speed (we have seen some drive over this junction at well over 30 mph). Unless, at least in the short term, there is some obvious signal that priorities have changed there is a risk of an accident caused by these drivers not realising there has been a change.</p>		<p><u>Junction of Blacket Place and Blacket Avenue</u> We will consider a way to reduce traffic speeds for all directions and ensure that any change in priorities is clear to all users.</p>
		<p>We welcome the surfacing of the junction being made cycle friendly by removing the current granite setts and replacing these with high-quality smooth ‘setts’. However they must have a high-quality finish and not be, for example, concrete setts.</p>		<p>We note the preference for natural stone and flat top setts for raised tables in the conservation area and will include this in the design.</p>
		<p><u>Blacket Avenue shared-use footpath and cycleway</u> We think that there is not enough space for a safe shared pedestrian and cycleway at the end of Blacket Avenue, especially with cyclists going both ways. This is a very busy spot for pedestrians, including parents with buggies going to the nursery entrance in Blacket Avenue.</p>		<p><u>Blacket Avenue shared-use footpath and cycleway</u> At the Minto Street/Blacket Avenue crossing we will consider design alterations to separate cyclists and pedestrians and minimise potential for conflicts between cyclists and pedestrians.</p>
		<p>The road for vehicles, which will be one-way, should be narrowed and the footpath/cycleway widened in order to ensure the way is sufficiently wide for cyclists and pedestrians to use in both directions. In order to do this it may be necessary to move one of the pillars and (potentially) give up some of the shrubbery to the south of Blacket Avenue.</p>		<p><u>Entry from Minto Street to Blacket Avenue</u>  We have considered permitting the right turn from Minto Street into Blacket Avenue, however we feel this would encourage rat running along Blacket Avenue, which would be detrimental to residents, the nursery and cyclists using the route. Alternative access is possible from the south via Dalkeith Road.</p>
				<p>There are many locations in the city where traffic is permitted to cross two opposing lanes in order to access a side. We do not consider this to be a significant safety risk.</p>
				<p><u>Exit from Mayfield Terrace to Minto Street</u> Having conducted traffic monitoring during peak time, we do not believe that the levels of traffic on Blacket Place and Mayfield Terrace are sufficiently high that our proposed changes will cause significant queuing or air pollution problems. At Mayfield Terrace there are opportunities to turn right (at peak times) around every 30seconds. If all the</p>

Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>As mentioned above, the pillars are listed.</p> <p><u>Entry from Minto Street to Blacket Avenue</u>            Blacket Avenue is (and will be under the current proposals) the only entry into the Blacket area from the west.</p> <p>At present there is a restriction on vehicles turning right into Blacket Avenue from Minto Street. This restriction can be overcome by vehicles, instead, approaching from the west along Duncan Street and crossing into Blacket Avenue. With the proposed change of direction for vehicles in Duncan Street this manoeuvre will no longer be possible.</p> <p>It is essential therefore that the right-turn restriction from Minto Street into Blacket Avenue is removed. Alternatively Duncan Street needs to remain in its present eastward direction for vehicles.</p> <p>The plans propose only a pedestrian and cycle crossing at Minto Street, not a proper junction with lights to control access to Duncan Street and Blacket Avenue. If north-bound vehicles are to be allowed to turn right into Blacket Avenue, and south-bound vehicles to turn right into Duncan Street, surely there should be a proper four-way crossing? Having right-hand turns across two lanes of heavy traffic is pretty dangerous otherwise.</p> <p><u>Exit from Mayfield Terrace to Minto Street</u>            The proposal to prevent the exit from Blacket Avenue into Minto Street will have a big impact on lower Blacket Place and the west end of Mayfield Terrace as all cars crossing from Dalkeith Rd, or coming from Blacket Avenue (where there is a busy nursery) or Blacket Place, will have to exit out of Mayfield Terrace to reach Minto Street. This will increase traffic a great deal in lower Blacket Place and Mayfield Terrace, causing extra noise and pollution.</p> <p>There are a lot of young children in the area, some of who walk to school from there, and safety may be compromised by the increased level of traffic.</p> <p>The current proposal will also add to the problems for those wishing to turn right from Mayfield Terrace onto Minto Street as this manoeuvre is already not at all easy. A yellow box should be installed to make exit easier.</p>		<p>traffic on Blacket Avenue diverted to Mayfield Terrace and turned right (the manoeuvre most likely to cause delays), this would result in around one vehicle every 45seconds. As such even this worst case scenario is unlikely to cause any significant queuing or air pollution problems.</p> <p>By reducing traffic on Blacket Avenue the area around the nursery should be safer and easier to access.</p> <p>The right turn from Mayfield Terrace on to Minto Street will be made no more difficult than currently as part of this project, though it is likely that more vehicles will be doing it. We will consider whether a yellow box or keep clear markings can be added to the junction of Mayfield Terrace/Minto Street to make turning out of Mayfield Terrace easier.</p> <p>We will consider interventions to make it safer for pedestrians to cross the western entrance to Mayfield Terrace.</p> <p>We will consider way to improve safety for pedestrians and cyclists along the narrow section of Mayfield Terrace.</p>

Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>In addition, pedestrians walking north or south on Minto Street often cross that narrow Mayfield Terrace junction without looking, and this has caused near misses in the past. This is obviously a significant safety issue for both drivers and pedestrians.</p>		
		<p>Finally, only cycles are currently permitted to enter Mayfield Terrace from Minto Street. Given the increased traffic levels (due to the above proposed changes in Blacket Avenue) and the narrow and winding nature of the Mayfield Terrace entry/exit it would seem advisable to prohibit cycle entry into Mayfield Terrace.</p>		
2017.06.28	Southside Community Council	<ul style="list-style-type: none"> <li>• In relation to the consultation, Cycling and Walking Improvements from Holyrood Park to Ratcliffe Terrace, Southside Community Council would wish to register a couple of observations.</li> <li>• Whilst SCC absolutely supports the intent of this project to provide a safe cycling and walking environment, we do not support the principle of physical segregation of bicycles and cars. We feel that roads should be safe shared spaces where all road users respect each other. Whilst we welcome differential road surfaces, road markings, etc, that enhance the safety of cyclists, we feel that the necessary investment to create physically segregated spaces is disproportionate, especially in such times of scarce available resources to be invested in transport and environmental improvement projects. We would like to see investment in the education of road users, i.e., motorists, to show more respect for fellow road users, i.e., cyclists.</li> <li>• We also strongly support the views expressed by Parkside Proprietors Association that this scheme, if it progresses in its present form, must continue from Holyrood Park Road into Holyrood Park itself. If the dedicated cycling lane was to end abruptly and return cyclists to the main Holyrood Park Road carriageway shared with motorists ahead of the park gates, we feel this would create an especially dangerous pinch point. We would like the equivalent scheme, should it be developed, continued into the Park itself and to link up with safe cycling routes within the Park.</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>• Research completed in the UK and also in Edinburgh specifically, via the Bike Life studies, strongly indicates that the key deterrent to more people cycling is feeling unsafe when with heavy traffic. A large majority of people have also stated that provision of segregated cycleways and traffic free cycle paths would most help them to start cycling or cycle more. Based on this research the Council believes that providing segregated cycleways on busy stretches of Road, such as proposed in this scheme, is very important. On quieter roads, such as the Blackets area, sharing space is more appropriate.</li> <li>• A scheme to develop cycle links through Holyrood Park, which would connect to this project, is being developed. If the two schemes are delivered at different times/phases then careful thought will be given to how cyclists integrate back into the road system during the interim period between delivery phases.</li> </ul>
2017.06.28	Southside Association	<ul style="list-style-type: none"> <li>• Having looked at the proposals for Holyrood Park Road and Dalkeith Road cycle paths I would like you to consider if some improvement to the junction between Dalkeith Road and Salisbury Road can be made either as part of this scheme or at least that any changes made as a result of this consultation will not prevent such improvements coming later.</li> <li>• There is currently no phase of the traffic signals that allows pedestrians to cross Salisbury Road safely. There is never a time when all traffic is stationary. This is a heavily used route to and from Preston Street Primary School, which serves the local catchment area. Many children come from the housing in the Blacket area. It would be good if the phasing of the</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>• The project will not prohibit future improvements to the junction of Salisbury Road/Dalkeith Road and we will consider whether such improvements, including footway widening could be made within the scope and budget of this project.</li> <li>• The Council has commissioned a study of all one-way streets in the city, which assesses suitability for conversion to cycle contra flow. Based on this study, an action programme will be developed to deliver cycle contra flows where suitable.</li> </ul>

Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>traffic lights could be altered to provide this. Although there are times when traffic is lighter it is not an easy judgement to make as to when it is safe to cross at the Commonwealth Pool end of the street for those walking along Dalkeith Road. Alternatively a zebra crossing, such as the one put in at the George IV Bridge end of Chambers Street would aid crossing, provided it was sufficiently near the junction as on Chambers St.</p> <ul style="list-style-type: none"> <li>• Another problem is the narrowness of the pavement on the south side of Salisbury Road at the junction. It is made even narrower by the essential barrier. A bulge was introduced on the north side some years ago and this accommodates bins and reduces the width of the carriageway. Please will you consider whether the bulge might be reduced on the north side and some added to the south so that two people could at least pass each other. This would also enable a parent pushing a buggy to continue to hold the hand of a child walking beside them. Anyone walking along Dalkeith Road has to make this short detour down Salisbury Road to cross.</li> <li>• Has there been any consideration of a contraflow cycle lane along Salisbury Road? We frequently see cyclists cycling east against the flow of traffic on this road. This would only need to be a single contraflow as the double yellow lines on the south side makes it reasonably safe for those going west with other traffic.</li> <li>• A separate email is following to comment on the actual proposals for Holyrood Road etc.</li> </ul>		
2017.06.29	West Blacket Association	<p>Those comments which have been made known to us, or were noted at the library exhibition, can be summarised as a welcome for the removal of through traffic on Duncan St, but concern that there could be increased traffic on other streets, particularly South Gray St(SGSt) &amp; Upper Gray St(UGSt) but also Middleby Street which has 2-way traffic and parking virtually from end to end. There was also concern that residents would find their access opportunities disrupted and restricted.</p> <p>The proposals as presented included a raised table at the junction of Duncan St with SGSt/UGSt, which is a very welcome feature. Concern was however expressed at the public meeting that priority for north-south traffic at this junction would encourage more through traffic. A traffic &amp; speed reducing solution was raised at the meeting and has our full support. This involves creating a 'no-priority' junction with give-way markings on all 4 entry points to the Duncan St junction, in addition to the raised table. There was support at the meeting for this proposal and it was noted by the officials for further investigation.</p> <p>The proposed reversing of traffic flow in the eastern half of Duncan St removes through traffic &amp; prevents the use of Duncan St to travel across the area to reach Dalkeith Rd. The proposal for a section of east-bound only use of Blacket Avenue prevents a reverse flow</p>	E-mail consultation	<p>We note the concerns about potential increases in traffic on these neighbouring roads. Having undertaken traffic monitoring during peak time, we do not consider the level of traffic currently coming onto Duncan Street to be high enough to cause significant delays or access issues for residents on these neighbouring streets. In particular, we think it is less likely that Middleby Street will become significantly more trafficked as the alternative routes along Salisbury Place and West Mayfield give more direct connectivity to likely destinations.</p> <p>We will consider a way to slow traffic along Upper Gray Street and South Gray Street, including altering the give way priorities.</p> <p>The changes to the one-way system would be delivered together in the manner you suggest.</p> <p>We will assess whether junction efficiency improvements can be made at Salisbury Road/Minto Street and West Mayfield/ Mayfield Gardens. This will take cognisance of the suggestions and issues that you have highlighted. Will shall also consider altering the proposed one-way restrictions on Duncan St to one way 'plugs', where the one-way restriction only applies at the junctions of Duncan St/Minto St and Duncan St/Causewayside. This will permit residents to access properties from Upper/South Gray Streets.</p>

Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>across Minto St into Duncan St. It is however essential that these 2 proposals are introduced in conjunction with each other. To retain 2-way traffic on Blacket Avenue whilst reversing the direction at the eastern end of Duncan St would generate 'rat running' in the opposite direction to the current flow, as well as creating problems for cyclists.</p> <p>Some residents voiced concerns that existing high levels of through traffic on Duncan St and SGSt/UGSt could be attributed to delays at nearby junctions. In particular at the Salisbury Place/Minto St junction the lack of a right-turn filter leads to a build-up of south-bound traffic in Salisbury Place because of the volume of west-bound traffic from Salisbury Road which has priority. Also at the West Mayfield/ Mayfield Gardens junction the offset geometry of the crossing to East Mayfield often results in a build-up of south-bound &amp; east-bound traffic on West Mayfield. These &amp; delays at other junctions on what ought to be the primary routes in our area influence traffic levels on local streets, and this in turn affects resident's willingness to support changes which might affect their future access options. It is therefore important that these junction problems be investigated in parallel with taking forward the QuietRoute scheme, even though they are not within the remit.</p> <p>The proposals at the west end of this route offer cyclists a choice of either SGSt or Duncan St, with the provision of a west-bound contraflow 'gate' for cyclists on Duncan St. The current practice of cyclists riding against the traffic flow on Duncan St is already of concern at the Ratcliffe Terrace junction because of conflict with speeding vehicles entering Duncan St. A raised pavement is proposed for this junction but this alone would not remove the danger. If retention of this section of cycle route is considered essential then protection for cyclists at the junction should be explored, or alternatively only the SGSt route be adopted. A raised table at the junction of SGSt with West Mayfield is proposed to inhibit traffic speed and is recorded as causing a loss of 3 parking spaces (the only such reduction within QuietRoute 30). This overstates the parking loss however as there is an existing driveway 'behind' the parking bay - the drawings will be updated.</p> <p>While the proposals are to create a further section of cycle route there are a number of improvements for pedestrians as a consequence of raised tables, raised pavements and the relocation &amp; realignment of crossing facilities. These improvements are particularly welcome as pavement provision within our area is limited.</p>		<p>We will consider whether further traffic calming measures are required on Duncan Street to make it safer for cyclists.</p> <p>At West Mayfield, we shall update the drawings to show the driveway and adjust the loss of parking spaces.</p>
2017.06.29	Grange Prestonfield	<p>The Community Council consists of local residents who represent the community and its views to outside bodies, in particular the City of Edinburgh Council. We have therefore been involved in consultations on this and other cycle routes over several years. Unfortunately</p>	E-mail consultation	<p>We will continue to engage with the resident associations and Community councils as the project progresses.</p>



Date	Organisation /Type	Comment	Consultation Type	Council Response
	Community Council	<p>this is a slow process: for example the Marchmont-KB cycle route on which we were consulted more than 2 years ago does not look likely to go to formal approval before end 2019.</p> <p>The QR30 proposals were discussed at the monthly GPCC meeting on June 21st. This route is mainly through the Blacket Conservation Area and therefore of particular interest to amenity groups therein, the Blacket Association to the east of Minto Street and the West Blacket Association to the west, both of which have representation on the Community Council.</p> <p>Members of both Associations have examined the proposals in detail, attended a public meeting at Newington Library on May 31st, consulted their members and encouraged them to comment individually, discussed in committee and prepared draft comments.</p> <p>This major cycle route has already been a long time in preparation and it is likely to be several years before final approval and implementation. The latest version, details of which have been available for consultation only since late May, includes substantial changes of traffic flows which have not yet been analysed. It was not therefore felt useful to discuss the scheme in detail at the June GPCC meeting.</p> <p>However, both amenity associations represented at the meeting will offer detailed comments and support in principle for the proposed scheme.</p> <p>Grange Prestonfield Community Council also offers its support in principle, and expects to be consulted further as the scheme develops.</p>		
2017.07.21	Southside Association	<ul style="list-style-type: none"> <li>• While we welcome efforts to make cycling safer and easier we wonder if it is really necessary to create two cycle lanes on the south side of Holyrood Park Road. For many cyclists wishing to access the Innocent Railway tunnel your proposals require crossing Holyrood Park Road twice which seems unnecessary and excessive when a cycle lane could easily be accommodated on the north side. Personally I would not choose to do this. It also introduces potential pedestrian / cyclist conflict at the Dalkeith Road junction. It also makes it confusing for all users.</li> <li>• We wonder how many students in Pollock Halls will actually enter and exit via the gates on this street. For most the exit on Dalkeith Road is much more convenient and avoids a busy junction. Any scheme must link into new cycle provision within Holyrood Park as most cyclists on Holyrood Park Road are traveling to or from the Park and not Pollock or the Pool. If this isn't in place then any changes for this road will be a complete waste of money.</li> <li>• A cycle lane which is separated from traffic is welcome. However there will be a potential danger as vehicles cross this cycle lane turning into the Pool and Halls. We are aware that a raised table is proposed at these points. Currently traffic turning in from the right expects pedestrians to give way to them. Whatever the legal position, the cyclists would be very</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>• Research completed in the UK and also in Edinburgh specifically, via the Bike Life studies, strongly indicates that the key deterrent to more people cycling is feeling unsafe when with heavy traffic. A large majority of people have also stated that provision of segregated cycleways and traffic free cycle paths would most help them to start cycling or cycle more. Based on this research the Council believes that providing segregated cycleways on busy stretches of road, such as proposed in this scheme, is very important. On quieter roads, such as the Blackets area, sharing road space is more appropriate. The majority of feedback via the consultation survey was supportive for the proposals, including the segregated cycleway. This includes a majority of support from people who don't regularly cycle and from those who live locally (within 500m) to the route.</li> <li>• From consultation with the University it is our understanding the link from the campus entrance on Holyrood Park Road to National Cycle Network at East Parkside is as important as the entrance on Dalkeith Road.</li> <li>• We will consider improvements to ensure cycle and pedestrian safety where the footway/cycleway intersects with side roads.</li> <li>• We shall undertake a signage de-cluttering and rationalisation process where we will try to decrease and amount of signage and try to ensure pedestrian and cycles are not impeded.</li> </ul>

Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>vulnerable as they would expect to have right of way when they are going straight on. Perhaps the raised table could go all the way across the main road as a form of traffic calming and raising awareness of all traffic that speeds need to be low.</p> <ul style="list-style-type: none"> <li>• Currently more than half the width of the pavement on Holyrood Park Road beside the Pool is occupied by 3 huge traffic signs, two of which are identical. 3 more signs are accommodated in the middle of the road. What provision is to be made for such signage in future? It will not be satisfactory to have them blocking pavement or cycle lanes. Can we have posts for such temporary signs as current arrangements don't work satisfactorily. The signs blow over and are hazardous. This is a favourite site for advanced signage about any road works going on the City.</li> <li>• Where are coaches dropping off school children for the Pool supposed to park in future? Can they be directed to use the lay by outside Scottish Widows where there is plenty of space? Many coaches park on this street during the Festival as they transport those taking part in the Tattoo. Has this been considered?</li> <li>• Will there be sufficient space for cyclists to get past parked cars which are dealing with small children, buggies, dogs etc getting in and out of vehicles or will the cycle lane be temporarily blocked? Many families park here to access the Park at the weekend. Car doors are opened without checking for bikes and are often open for extended periods of time.</li> <li>• There is also concern about the arrangements for the bus stop on Dalkeith Road. Traffic is very heavy especially at rush hours and there is real concern that the loss of the bus pull in will cause traffic to tail back and block the junction. If one of the main reasons for this redesign is to accommodate students cycling from Pollock Halls, has a census been done as to how many cyclists would be actually be using this? Anyone else cycling from the Pleasance is very unlikely to detour off to go round the back of the bus stop. They would stay in lane on the main part of the road. Please reconsider if this is really necessary.</li> <li>• Although Minto St is outside the Southside area we think that removing the possibility of driving straight across from Duncan St into Blacket Ave is a very good idea. As a pedestrian crossing at the lights there I see some risky behaviour by drivers trying to make this manoeuvre. To only be able to make left turns into Blacket Ave and left into Duncan St at this junction would seem wise.</li> <li>• A separate email has been sent about possible consideration for the junction with Salisbury Road. Please will you check that nothing proposed here will stop any of those ideas being taken up later?</li> </ul>		<ul style="list-style-type: none"> <li>• Thank you for raising the issue of coach parking, Coaches will still be permitted to park in the current location and will we look to widen the separation strip between road and cycleway so that there is a safe space for people to alight from vehicles.</li> <li>• A 0.5m separation strip has been designed to permit opening and exiting vehicles within impeding the cycleway. This conforms to the Edinburgh Street Design Guidance.</li> <li>• We have developed this design in consultation with the Transport Systems and Public Transport Teams and undertaken traffic modelling to ensure the junction still functions within desired parameters. Since the bus stop is within the bus lane it should not usually impact on queuing traffic which is not permitted to use the bus lane during peak times. This coincides with when queuing traffic would be most likely to occur.</li> <li>• The route has been designed in consultation with the University who confirmed that it will provide a very useful link South to the National Cycle Network and George Square Campus and North to QuietRoute 6 and the King's Buildings. Further, the scheme is part of a longer route, QuietRoute 30, which will link through Holyrood Park and to planned routes North and East.</li> <li>• See above, pedestrian improvements at Salisbury Road will not be compromised by this scheme</li> </ul>

## Appendix B - Public Consultation Comments (submitted separately to the online survey)

### Holyrood Park Road to Ratcliffe Terrace – Public Comments

Date	Organisation /Type	Comment	Consultation Type	Council Response
2017.05.22	Local Resident	<ul style="list-style-type: none"> <li>I am an occasional cyclist but use my motorcycle or car most of the time. I am now in the happy position to have a bus pass. My big issue with the proposal to cease a cycle route from the Queens Park – Ratcliffe Terrace is the expense and loss of roadspace for most road users.</li> <li>I feel that cyclists should take training before being allowed on the road and should also have 'tags' to identify them in the event of an accident. Insurance may also be a very good idea. I am absolutely disgusted by the condition of most of the roads around our beautiful city. I have written to the four Councillors which are supposed to represent my needs in this area. Sadly not one of them had the good grace or manners to reply to my concerns regarding this plan.</li> <li>I fervently wish that the funds be used to improve the condition of the roads in and around the city.</li> <li>In conclusion I do not agree with this proposal.</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>At the locations where we are taking significant road space, Holyrood Park Road and Dalkeith Road, our traffic modelling of the proposals indicates that these roads will not be significantly affected. Research completed in the UK and also in Edinburgh specifically, via the Bike Life studies, strongly indicates that the key deterrent to more people cycling is feeling unsafe when with heavy traffic. A large majority of people have also stated that provision of segregated cycleways and traffic free cycle paths would most help them to start cycling or cycle more. Based on this research the Council believes that providing segregated cycleways on busy stretches of Road, such as proposed in this scheme, is very important. On quieter roads, such as the Blackets area, sharing road space is more appropriate. The majority of feedback to this consultation suggests support for the proposals, including the segregated cycleway. This includes a majority of support from people who did not identify as regular cyclists and those who live locally (within 500m of the route).</li> <li>The council does have an extensive programme of cycle training which covers in most primary schools in Edinburgh. Issues of cycle registration and insurance are beyond the powers of the Council.</li> <li>The funds are part of a dedicated cycling budget which is separate to the roads renewal project. The budget for this scheme is match funded by the Scottish Government's Community Links Scheme.</li> </ul>
2017.05.26	Local Resident	<ul style="list-style-type: none"> <li>I am a resident of Middleby Street and therefore live in close proximity to the proposed alterations on Duncan Street and South Gray Street.</li> <li>I have viewed the proposed plans for the scheme and note that they are restricted to a description of the proposed works. I have not been able to find an explanation or presentation on the studies which I presume have been undertaken to assess the impact on traffic flows from the revised scheme and consider the affects which displaced traffic flows may have on adjacent</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>Site visits and traffic counts indicate that the levels of traffic currently moving along Duncan Street, which might be displaced onto Middleby Street, are not significant enough to cause significant issues for residents. Further given the layout of streets and likely vehicle desire lines, we think it likely that a</li> </ul>

Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>streets (such as Middleby Street). Please can you provide the relevant studies to me or publish them?</p> <ul style="list-style-type: none"> <li>• In my experience, Duncan Street is heavily used as a west/east route to access Blacket Avenue and onwards to Dalkeith Road (that is the route I would take to access Holyrood Park etc). My reading of the proposal is that this use would be prohibited as the section of Duncan Street between South Gray Street and Minto Street would not be accessible to west/east traffic. What are your proposals to deal with the displaced traffic? Are they simply to allow displaced traffic to find an alternative route?</li> <li>• Middleby Street is a narrow street which, with parking bays, is effectively a two-way single lane street. At peak hours Middleby Street is increasingly being used to bypass traffic queues northbound on Minto Street. It is already ill suited to such use.</li> <li>• Middleby Street is also occasionally used by HGV/articulated lorries which deliver to the rear access (on South Gray Street) of the timber/building supply warehouse on Ratcliffe Terrace. Duncan Street and South Gray Street are used daily (and much more intensively) by HGV/articulated lorries for that purpose. What are your proposals for HGV traffic, particularly if that traffic can no longer use Duncan Street to join Minto Street?</li> <li>• In summary, therefore, no information has been provided on the potential impact of this scheme on adjacent streets. Without such information and an understanding of the plans for adjacent streets, it is not possible to meaningfully respond to the consultation (other than to object due to lack of detail).</li> </ul> <p>2017.06.01 Follow up email: I attended last night's consultation session at Newington library and have some further comments/observations.</p> <ul style="list-style-type: none"> <li>• I believe it essential that the impact on traffic flows in neighbouring streets is assessed as part of this scheme</li> <li>• I did not get the impression that this has yet been done</li> <li>• Amongst residents I spoke to, there seemed to be a general view that the volume of west/east traffic on Duncan Street exists partly because of the difficulty of turning right at the Salisbury Place/Minto Street junction (where there is no right turn filter). It was also discussed that the junction of West Mayfield for left turns into Minto Street and right turns into Mayfield Gardens doesn't work efficiently and this junction is too easily blocked for west/east traffic by vehicles waiting to turn right into Mayfield Gardens</li> <li>• I was concerned at a suggestion that right turns into Blacket Avenue might be permitted for north bound traffic on Minto Street. In my view, that would give west/east traffic displaced from the eastern section of Duncan Street an easy alternative route into Blacket Avenue via South Gray Street and Middleby Street</li> <li>• There was some discussion about the junction treatment at Duncan Street, Upper Gray Street and South Gray Street. Vehicles already speed on South Gray Street and I would be concerned if the junction treatment/lack of traffic calming on South Gray Street and Upper Gray Street made it a single straight thoroughfare</li> </ul>		<p>proportion of the Duncan Street through traffic will divert to either Salisbury Road or West Mayfield.</p> <ul style="list-style-type: none"> <li>• As set out above, we believe there are viable alternative routes.</li> <li>• As stated above, we do not consider that Middleby Street will become significantly more trafficked due to these proposals. We shall investigate whether it is possible improve the right turn from Salisbury Place to Minto Street, so that this is a more efficient traffic route. Similarly, we will assess whether the efficiency of the junction of West Mayfield/Minto Street/Mayfield Gardens can be improved.</li> <li>• We will consider banning HGVs from using Middleby Street, except for loading on the street itself, such as removal vans.</li> <li>• We note your concern about permitting the right turn from Minto St (north bound) into Blacket Avenue, however the route you describe seems to be quite convoluted, and therefore probably less desirable for many drivers than Salisbury Place or West Mayfield.</li> <li>• We will consider ways to further increase the traffic calming on Upper and South Gray Streets.</li> </ul>
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Would like to see a raised table at the junction of Duncan Street and Gray Street with no road markings to slow vehicle speed</li> </ul>	External Stakeholder Workshop /	We will consider ways to further increase the traffic calming at the junction of Duncan Street and Upper/South Gray Streets.

Date	Organisation /Type	Comment	Consultation Type	Council Response
			Public Exhibition	
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Would like to see a raised table at the junction of Duncan Street and Gray Street with no road markings to slow vehicle speed</li> </ul>	External Stakeholder Workshop / Public Exhibition	We will consider ways to further increase the traffic calming at the junction of Duncan Street and Upper/South Gray Streets.
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Would like to see a raised table at the junction of Duncan Street and Gray Street with no road markings to slow vehicle speed</li> <li>• The design drawings are wrong at the bottom of Gray Street junction, as there are gaps in the parking bay configuration. Objects to the removal of the parking spaces at this junction.</li> </ul>	External Stakeholder Workshop / Public Exhibition	<ul style="list-style-type: none"> <li>•We will consider ways to further increase the traffic calming at the junction of Duncan Street and Upper/South Gray Streets.</li> <li>•We will alter the drawing to show the correct parking bays.</li> <li>•We believe removing the two parking bays here is require in order to increase traffic calming at this junction.</li> </ul>
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Would like to see a raised table at the junction of Duncan Street and Gray Street with no road markings to slow vehicle speed</li> <li>• The design drawings are wrong at the bottom of Gray Street junction, as there are gaps in the parking bay configuration. Objects to the removal of the parking spaces at this junction</li> <li>• Would like to see a contraflow cycle lane on Salisbury Road</li> </ul>	External Stakeholder Workshop / Public Exhibition	<ul style="list-style-type: none"> <li>•We will consider ways to further increase the traffic calming at the junction of Duncan Street and Upper/South Gray Streets.</li> <li>•We will alter the drawing to show the correct parking bays.</li> <li>•We believe removing the two parking bays here is require in order to increase traffic calming at this junction.</li> </ul>
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Would like to see a dropped kerbs and the addition of ASLS at the corner of Dalkeith Road and the Pollock entrance</li> </ul>	External Stakeholder Workshop / Public Exhibition	<ul style="list-style-type: none"> <li>•ASLS are included in the design at this location.</li> <li>•We are going to provide dropped kerbs to permit cyclists to re-join Dalkeith Road at the southern end of the segregated cycleway.</li> </ul>
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Would like to see a contraflow for Salisbury Road and a crossing to connect onto the segregated cycleway on Dalkeith Road</li> </ul>	External Stakeholder Workshop / Public Exhibition	The Council has commissioned a study of all one-way streets in the city, which assesses suitability for conversion to cycle contra flow. Based on this study, an action programme will be developed to deliver cycle contra flows where suitable.
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Would like to see dropped kerbs at stop lines to join shared facilities</li> </ul>	External Stakeholder Workshop / Public Exhibition	We will include regular gaps in the segregated cycleway, including at stop lines, so that cyclists can enter and exit the cycleway.
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Make the speed table at Blacket Avenue, Blackett Place safer for cyclists but retain the setts</li> </ul>	External Stakeholder Workshop / Public Exhibition	We will retain setts at the speed table, however they will be flat tops steps which are easy and safer for cyclists to use.
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>• Against the closure of Blackett Place</li> </ul>	External Stakeholder Workshop / Public Exhibition	We note your objection to Option 2, which closes the entrance to Blackett Place. However, this consultation has found a majority of support for closing the street, including amongst those who don't regularly cycle. Considering the respondents living within 500m of

Date	Organisation /Type	Comment	Consultation Type	Council Response
				the route, there was a slightly larger proportion favouring option 2, closing Blacket Place. Therefore, on balance, we feel that closing the entry to Blacket Place is a better solution for the safety of cyclists and pedestrians using the scheme and has the majority of support.
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>Any closure of Blacket Place will result in an opposition campaign.</li> </ul>	External Stakeholder Workshop / Public Exhibition	<p>We note your objection to Option 2, which closes the entrance to Blacket Place. However, this consultation has found a majority of support for closing the street, including amongst those who don't regularly cycle. Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Therefore, on balance, we feel that closing the entry to Blacket Place is a better solution for the safety of cyclists and pedestrians using the scheme and has the majority of support.</p>
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>Should not build until plan to extend route through Holyrood park is finalised and agreed. Otherwise it will encourage cyclists to use the narrow gap between the park entrance pillars, which would be a considerable risk to pedestrians.</li> </ul>	External Stakeholder Workshop / Public Exhibition	A scheme to develop cycle links through Holyrood Park, which would connect to this project, is being developed. If the two schemes are delivered at different times/phases then careful thought will be given to how cyclists integrate back into the road system during the interim period between delivery phases.
2017.05.31	Multiple Local Residents	<ul style="list-style-type: none"> <li>Reduce street clutter on all streets within the scheme and particularly at the entrance to Holyrood Park.</li> </ul>	External Stakeholder Workshop / Public Exhibition	A signage de-cluttering exercise will be undertaken as part of the scheme.
2017.05.31	Multiple Local Residents	<ul style="list-style-type: none"> <li>Retain the existing road priorities at the junction of Upper/South Gray St and Duncan Street. Altering it will increase vehicle speeds along Upper/South Gray Street, which residents already have vehicle speed concerns about.</li> <li>There is also a preference for a raised table at the junction.</li> </ul>	External Stakeholder Workshop / Public Exhibition	We will consider ways to further increase the traffic calming at the junction of Duncan Street and Upper/South Gray Streets. This could include retaining the current priorities.
2017.05.31	Two Local Residents	<ul style="list-style-type: none"> <li>If changing the one-way priorities, thereby reducing rat running, then add a right filter to the traffic signals at the junction of Salisbury Place/Minto Street. This would help to ease the potentially increased levels of traffic trying to turn right from Salisbury Place into Minto Place (southbound).</li> </ul>	External Stakeholder Workshop / Public Exhibition	We will consider if a right turn filter can be added to the Salisbury Place/Minto Street junction.
2017.05.31	Two Local Residents	<ul style="list-style-type: none"> <li>If changing the one-way priorities then permit the right turn from Minto Street (northbound) into Blacket Avenue.</li> </ul>	External Stakeholder Workshop / Public Exhibition	We will consider if the right turn would be appropriate.
2017.05.31	Local Resident	<ul style="list-style-type: none"> <li>Change toucan crossing on Minto Street (at Blacket Avenue) to a parallel crossing to reduce conflict with cyclists, and bring cyclists off the pavement and back on the pavement at Blacket Ave as soon as possible. This is to avoid conflict with pedestrians.</li> </ul>	External Stakeholder Workshop /	We will consider if there is a better arrangement for the junction of Blacket Avenue and Minto Street which is safer for cyclists and pedestrians.

Date	Organisation /Type	Comment	Consultation Type	Council Response
			Public Exhibition	
2017.05.31	Two Local Residents	<ul style="list-style-type: none"> <li>The proposed Toucan crossing at Blacket Avenue/Dalkeith Road will make it harder to for vehicles to turn into the Blacket area. The current signalised arrangement permits right turners to turn in the intergreen.</li> </ul>	External Stakeholder Workshop / Public Exhibition	We note your concern however we have conducted traffic monitoring at peak time which indicates there are not significantly less opportunities to turn right from Dalkeith Road to Blacket Avenue than at Blacket Place. We do not think this will significantly hinder residents trying to access the Blackets area.
2017.05.31	Two Local Residents	<ul style="list-style-type: none"> <li>Happy for Blacket Avenue/Dalkeith Road to be closed to motorised traffic as this will make the street safer and quieter. It will also make the crossing safer for cyclists and pedestrians.</li> </ul>	External Stakeholder Workshop / Public Exhibition	
2017.06.12	Local Resident	<ul style="list-style-type: none"> <li>I live in north Blacket Place and have a car in my drive which I back out onto Blacket Place very slowly. I do not know when the students will come through and I hope not at incredible speed like I have seen them on the cycle and pedestrian way in the Park on the south side. They must stick to 20 miles and hour or less, and look out for cars coming round on that corner and cars coming out of drives, even though they on the road have right of way , at least in respect of the cars on the drive. Duncan street is one way at the moment, so I suppose that is being made 2 way for them if not for cars. The cars in Duncan street go left and right and straight ahead, at Mayfield Road, and so cyclists will have to look out for this, as well as the cars looking out for cyclists. I think the one way of Salisbury Road would be better for them, and then going down Mayfield Road, which is wider than Blacket Place. Blacket Place always has a lot of cars parked on it, as we do not have many drive ins.</li> </ul>	E-mail consultation	We note your suggestion of alternative route alignments, however we feel that the proposed route provides the best balance of directness and quiet, cycle friendly streets.
2017.06.12	Local Resident	<ul style="list-style-type: none"> <li>I am generally happy with your proposal for the above; however as I am one of the "rats" running along Duncan Street (never more than 20 mph!) in order to reach Mayfield Terrace, I am concerned that I won't be able to use Duncan Street for this purpose. The only sensible alternative is to turn right from Salisbury Place into Minto Street (A701). The reason that I, and many others, don't currently do this is that, particularly at rush hour, there is a a lot of traffic coming down Salisbury Road as well as traffic wanting to turn right out of Salisbury Place. This means that only two or three cars, out of a long queue, manage to turn into Minto Street before the lights change.</li> <li>It would seem to me that a sensible solution would be to stagger the traffic lights for traffic coming down Salisbury Road and out of Salisbury Place; so that there would be an uninterrupted flow of traffic from both roads. If this were done I, for one, would use that route rather than using Duncan Street where one still has the difficulty of crossing Minto Street.</li> </ul>	E-mail consultation	We will consider altering the signal configuration at the junction of Salisbury Place/Minto Street to make turning right more efficient.
2017.06.29	Local Resident	<ul style="list-style-type: none"> <li>The westbound access for vehicles to Minto Street from Mayfield Terrace is not sensible: it is narrow, with a dwelling house in close proximity to the traffic fumes, near to traffic lights where</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>Based on traffic counts during peak time, we do not consider that there will significant amounts of additional traffic on Mayfield Terrace. Mayfield Terrace is not the planned route for</li> </ul>

Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>queues will form in Minto Street and probably cause backups of motor traffic in Mayfield Terrace, if this is the only access to Minto Street for motor traffic from the Blacket area. There is no room for a cycle path either, if that is a consideration.</p> <ul style="list-style-type: none"> <li>• On the other hand, the pedestrian lights at Duncan Street/Blacket Avenue/Minto Street allow easier access to Minto Street and probably would benefit from not allowing traffic to cross from Duncan Street to Blacket Avenue. It would be better to keep this entrance to Blacket Avenue two-way.</li> <li>• Closing the entrance into upper Blacket Place from Dalkeith Road will make entrance/exit from the Blacket Avenue to Dalkeith Road and from Mayfield Terrace to Dalkeith Road more congested Also likely to cause damage to the Pugin pillars. Perhaps one of these two junctions could be made east-bound only.</li> <li>• Currently there are numbers of cars 'rat-running' through Blacket Avenue, Mayfield Terrace and through Blacket Place to Mayfield Terrace. The 20mph limit, if observed, does at least slow this.</li> <li>• The proposed plan will be costly, I have no doubt, and probably not as useful as properly resurfacing the roads city-wide where there are potholes. Potholes and prominent drain covers can cause cyclists to fall. It would also be helpful and cost a lot less to extend the 20mph limit through the whole city, not piecemeal as it is currently being done: putting up speed limit signs on the outskirts is relatively easy, does not involve painting on roads and will help cyclists and pedestrians alike.</li> <li>• There should be some consideration given to <ul style="list-style-type: none"> <li>a) discouraging private cars, which cause most of the congestion</li> <li>b) traffic policing to prosecute not just car owners who break the rules, but cyclists and pedestrians as well.</li> </ul> </li> </ul> <p>Follow-up email 2017.09.19: Thank you for your e-mail of 12th July. I would like to be kept informed of developments. I hope you will, if you have not already done so, walk, cycle and ride through the proposed route to form your own opinions of its suitability. Salisbury Road is already one way to vehicular traffic and it may be possible to put in a cycle path there. It is not as narrow as Blacket Avenue or the junction of Mayfield Terrace with Minto St.</p>		<p>cyclists, which is Blacket Avenue, however cyclists could use it if preferred and we do not intend to alter this.</p> <ul style="list-style-type: none"> <li>•At the junction of Minto Street/Blacket Avenue, in order to provide a safe crossing area for pedestrians and cyclists, we need to narrow the entrance. This in turn prevents the two-way traffic flow from being maintained.</li> <li>•We note your preference for keeping the east end entrance to Blacket Place open.</li> <li>• The budget to deliver cycle schemes is separate to the road maintenance budget. It is also match funded by the Scottish Government. The 20mph project has now been completed, with about 70% of all Edinburgh Roads at 20mph.</li> <li>•We note your desire to discourage use of private cars.</li> <li>•Prosecuting offending pedestrians and cyclists is not within the powers of the Council.</li> <li>•Multiple site visits have been undertaken by the designers.</li> </ul>
2017.06.30	Local Resident	A local resident submitted long, detailed feedback which could not be easily included in this table format. It has been included in Appendix D	E-mail consultation	See Appendix D
2017.06.30	Local Resident	<ul style="list-style-type: none"> <li>• I am a resident in East Parkside, occasionally a car-user, and more often a cyclist commuting to King's Buildings.</li> <li>• My major concerns are:</li> </ul>	E-mail consultation	<ul style="list-style-type: none"> <li>• We shall change the proposed continuous footway to a raised table where usual road priorities will be in existence.</li> <li>• Narrowing the entranceway conforms to our street design guidance and will be beneficial to pedestrians crossings to</li> </ul>



Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>- The junction proposed for East Parkside/Holyrood Park Rd will lead to people approaching the junction with different expectations; so making it dangerous.</p> <p>- I understand the angle of entry to East Parkside will be made sharp and more difficult - and will be from a narrower carriageway on Holyrood Park Rd. This seems unnecessary and misguided.</p> <ul style="list-style-type: none"> <li>• I appreciate the efforts to improve the roads and cycle paths.</li> </ul>		<p>access Holyrood Park as well as slowing all vehicles down which is safer for all users and in keeping with the 20mph designation.</p>
2017.07.09	Local Resident	<p>I have only today been told about the above consultation which I am also told closed on 30 June. I am sending this to you as, while you may not be the person managing this particular consultation, the project as a whole appears to be in your area of responsibility and it would therefore be helpful if you would pass it on.</p> <p>I have no difficulty with the general concept of cycle routes being improved, though all cyclists should be urged to wear clearly visible clothing and helmets, use adequate lights and remember that they, just like any other road users, need to be able to stop quickly if they have to.</p> <p>I live in the middle of the area through which Blacket Place runs from north to south. As the consultation has closed and there is nothing available to refer to I may have misunderstood what is proposed. However, there is one basic factor in play and that is that as soon as one current route is adjusted in whatever way the traffic will move elsewhere.</p> <p>If I understand what is intended i.e. making Blacket Avenue one way for vehicles from west to east that will raise the volume of all traffic going east to west along Mayfield Terrace. Has that been thought through? Measured?</p> <p>Leading on from that, the very narrow section of Mayfield Terrace nearest Minto Street must be made 100% one way only and its use by cyclists from west to east terminated.</p> <p>Have you thought about residents' use of the next, slightly wider section up to the junction of Blacket Place and Mayfield Terrace? Currently they are able to drive eastwards as well as westwards. There is no particular reason why that should change but you need to think it through.</p> <p>Because Blacket Avenue is currently two-way with at least partly poor sight lines that inhibits drivers from driving as fast as they might otherwise. Have you thought about the potential consequences of making it one way for vehicle traffic? It should also be noted that Blacket Avenue at the Minto Street junction is narrow anyway.</p>	E-mail consultation	<p>We have assessed peak time traffic flow and do not believe that it will cause significantly more traffic on Mayfield Terrace leading to significant problems of air pollution or congestion.</p> <p>We do not intend to prevent cyclists from entering Mayfield Terrace from Minto Street, as we do not consider that the increase in traffic will be significant enough to make it unsafe for cyclists. We will add additional road markings to highlight the potential presence of contra-flowing cyclists.</p> <p>We do not consider there to be strong reason to change the traffic permissions along Mayfield Terrace.</p> <p>Since there are no frontages or driveways along the section of Blacket Place which we are proposing for one way, we do not think that making it one way will have significant safety risks. This is re-enforced by the presence of speed tables at either end of this this section of the street.</p> <p>We note your concern that turning right from Mayfield Terrace can be challenging and will do further analysis of this manoeuvre.</p>

Date	Organisation /Type	Comment	Consultation Type	Council Response
		<p>Some residents' vehicles, particularly at the northern end of this neighbourhood, might, if the proposals are implemented, find it simplest, instead of going out west along Blacket Avenue as before, turn into Dalkeith Road and then first left. However, the majority will be channelled down Blacket Place and out along Mayfield Terrace or east along Blacket Avenue before turning right into Dalkeith Road and right again into Mayfield Terrace.</p>		
		<p>From Mayfield Terrace turning left into Minto Street is reasonably simple, turning right, near traffic lights on a main thoroughfare, is not.</p>		

## Appendix C - Online Survey Comments

### Online Survey – Support for Improving Cycling Conditions

Ref I.D.	Support for improving cycling conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
1	Strongly support	It is currently quite a difficult area to cycle around with poor road quality	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
2	Strongly support	Holyrood Park Road and Dalkeith Road at the area affected by the scheme are currently laid out with an inappropriate number of lanes for an urban residential area. While the scheme does nothing to rectify this for pedestrians, the cycle improvements would be welcome	
3	Strongly support		
4	Strongly support	Key route for cycling, given local population and routes they wish to take. Existing provision is patchy, and traffic on Dalkeith Road and Holyrood Park Road in particular is a major difficulty for less-confident people on bikes (who are exactly who we need to give better priority to).	
5	Strongly support	Cycle it regularly. Happy to have help on crossings and to avoid the pinch point south of the garage on Radcliffe terrace	
6	Strongly support	This area is hard to avoid when using a bike to get around the South of the city, so it's sensible it should be a priority for improving the safety of cycling. As there is little to no well designed segregated cycle paths in this area, safety needs to be improved.	
7	Strongly support	I regularly cycle from Grange to Commonwealth pool with a child on my bike. There are currently various junctions and other points where we feel unsafe or have to take a detour.	
8	Strongly support	I strongly support all improvements to cycle infrastructure, whilst I think the 20 mph zones help and as a cyclist I do feel safer next a 20mph car, the arterial roads etc are still to be avoided when possible. I do think the answer to this however should be arterial cycle paths, not pushing cyclists onto back streets.	
9	Strongly support	I use the Holyrood Park Road end of this route on a daily basis as a cycle commuter. Any improvements to cycling conditions on these streets will be welcome as traffic can be heavy and, despite the new 20 mph limit, some drivers drive at excessive speed in this area.	
11	Strongly support	It will hopefully make it safer for children to cycle to school if the cycle paths are protected from traffic. Many adults are also put off cycling in the city because the paths are shared with traffic making you feel vulnerable to being hit by large vehicles.	

12	Strongly support	This is a busy and congested area in Edinburgh, with high levels of motor vehicle traffic at peak times. There appears to be significant traffic through the residential areas of West Blacket (Duncan Street) which presents a hazard to the vulnerable road users this proposal is targeted to help.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
14	Strongly support	I am a keen cyclist and would want to use this route.	
15	Strongly support	Cycling is excellent exercise, cheap, fast, and emissions free. It is the silver bullet to urban transport and pollution issues. However, too often motorists are prioritized in urban planning, and cyclists are left with limited or dangerous options. Dedicated cycle paths, and ideally segregated cycle routes, are something I strongly support.	
16	Strongly support	The future needs fewer cars - we need to take a proactive view of this future and modernise our historic city. This means increasing the number of cyclists now. It means making the walking environment safer now.	
17	Strongly support	The safer it is to ride in town, the more more people will ride. Riding bikes is better for the environment, better for the economy and better for the health of the riders.	
18	Strongly support		
19	Strongly support	I can't drive this helps me as i dont need to worry about the traffic	
26	Strongly support	I support better infrastructure for cyclists and pedestrians everywhere in Edinburgh	
27	Strongly support		
28	Strongly support	Edinburgh should be more like Amsterdam and Copenhagen, in that the whole city is bike-connected. We have a long way to go.	
29	Strongly support	Great way to help support students to cycle between edinburgh uni campuses Will help not so confident cyclists get on their bikes resulting in fewer cars on the road and a greener city	
30	Strongly support		
37	Strongly support	Edinburgh needs better cycling infrastructure and road maintainance	
42	Strongly support	Support any improvements which make cycling safer and easier in Edinburgh. Often use parts of this route myself and would currently not use it if my child was cycling with me.	

43	Strongly support	Cycling between Holyrood Park Road and Ratcliffe Terrace at present requires running the gauntlet of Dalkeith Road with its many lanes and bus routes. It is also used by students as a route between Pollock Halls and King's Buildings. What's more, south of Gifford Park there are relatively few places where cyclists can cross between the three main roads south without running the gauntlet of heavy traffic. Having another safe cycle route further south would open up cycling to more people, especially in areas with a high student population like Newington.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
44	Strongly support	Conditions for cycling in Edinburgh remain generally very poor, and priority for investment is long overdue. I am particularly support of the element of this scheme which provide segregated cycle provision, although much will depend on the quality of the detailed design that is implemented.	
45	Strongly support	I cycle this route regularly, and sometimes take inexperienced cyclists (students of all ages). I have to think carefully before I do as the current route is too frightening for inexperienced/ less confident cyclists. (It actually was years before I found that route to Holyrood Park- by trial and error).	
46	Strongly support	We need better condition for active travel across the whole of the Southside	
47	Strongly support	Anything is better than existing. The proposal is very poor and much more is needed if more people will seriously consider swapping to cycling	
48	Strongly support	Heavy traffic area. Cars often speeding	
49	Strongly support	I am so glad you are doing this. At the moment it's hard to cycle safely to the commie pool or Arthur's seat	
53	Strongly support	Anything that can be done to reduce traffic (and associated fumes) and encourage healthier, greener commuting is a good thing.	
56	Strongly support	Cycling in and around Edinburgh needs to be safer for all road users	
57	Strongly support	We already frequently use this route to cycle to Holyrood Park with our son by bike. This proposal addresses most of the problems that we have found using this route: i.e. section of one-way street on Duncan Street; crossing Duncan Street<->Blackett Ave; section around Commie Pool (we normally cut through Pollock Halls)	
59	Strongly support	I use the Quiet Route network regularly and I want to see it expanded.	
60	Strongly support	I work on Ratcliffe Terrace and cycle this route between there and the park every day. While the route from the park to Ratcliffe terrace (down Salisbury road) is fairly easy and safe, the route back is difficult and requires crossing Minto street between Duncan street and Blacket avenue, which is difficult and seems quite dangerous. This improvement would make this route significantly easier, safer and probably quicker.	

65	Strongly support	I cycle to work and around Edinburgh; currently cycling conditions are dangerous and unpleasant. We need more segregated cycling routes, avoiding bus lanes which are particularly frightening to use.	<b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b>
67	Strongly support	Need to keep cyclists safe	
71	Strongly support	It's much easier and healthier to get around Edinburgh on foot or on a bike than in a car but cycling on the main roads is terrifying. My husband is a keen cyclist and we want to encourage our 11yr old son to cycle more but I won't let him cycle on main roads as not safe in my opinion.	
72	Strongly support	Cycling and walking conditions in Edinburgh are in desperate need of improvement. This will be a good start.	
73	Strongly support	I believe that Edinburgh needs to become a much more cycle- and pedestrian friendly city (having just moved back to Edinburgh from Amsterdam, the difference in priorities is shocking). Also, more personally - I live nearby and would like to have an enjoyable cycle to Holyrood Park.	
75	Strongly support	Need safer cycle infrastructure in area of busy roads out of town	
76	Strongly support	Any improvements to the cycling infrastructure of Edinburgh are strongly welcome!	
77	Strongly support	I cycle a lot and this could help it be safer	
79	Strongly support	It's an important and useful connection. Holyrood Park Rd and Dalkeith Road are terrible for cycling, as they are so wide and encourage speeding (especially HPR) while the road layout of DR is very complex and right turns are very difficult to do.	
80	Strongly support	I would like to see an increase in good quality cycling infrastructure to encourage high cycling rate across Edinburgh	
81	Strongly support	busy roads	
82	Strongly support	Very poor (car dominated) environment despite being there being current/potential high cycling demand from Pollock Halls & Holyrood Pk to Kings Buildings.	
83	Strongly support	I have often taken my grandchildren by bicycle along a route from South Gray St to the Innocent Railway tunnel. Particular difficulties I have found with this are crossing Holyrood Park Road from Pollock Halls crossing Dalkeith Road at its junction with Blacket Place: the crossing lights can take a very long time to change the amount of rat-running along Duncan Street and Blacket Avenue the narrow western entrance to Blacket Avenue being unable to cycle east to west in the eastern part of Duncan Street. The proposal solves most of these problems, and provides a safer cycle route to the Commonwealth Pool.	
84	Strongly support	It forms a valuable connection between Holyrood park, the innocent railway cycle route and the Grange area, taking in the commonwealth pool. I especially welcome the narrowing of Holyrood park road and leveling of the footpath and cycleways across access roads. Personally this will hugely improve my route to the commonwealth pool which I often do with a buggy, bike or toddler.	

88	Strongly support	The majority of streets included in this consultation do not currently provide a safe space for cycling.	<b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b>
89	Strongly support	Part of this route I take each day, but cut through Pollock Halls - The University of Edinburgh should be positive about this as the proposed route is, I assume for students. Any improvement to Dalkieth road should be an improvement. But the successful use of the plan requires traffic lights to be quick, unlike the lights at the East end of the Meadows (North of Hope Park Terrace), that are slow to respond and me, and other cyclists, take a chance and cross.	
90	Strongly support	The segregated cycleway is a great improvement to what is currently an unfriendly section of road. Option 2 to close the rat run at Blasket Place, is a no brainer. Council should be doing more to end all rat runs in the city.	
93	Strongly support	Important to improve the experience of cyclists in order to increase numbers cycling and to reduce car usage. Also the scheme should reduce/deter motor traffic on residential side streets where motor traffic has no legitimate business other than seeking short cuts ('a rat run') to other main roads.	
94	Strongly support	I'm generally in favour of improving cycle routes in Edinburgh and making them safer.	
96	Strongly support	The route mainly uses relatively quiet roads thus improving the experience for walkers and cyclists; this will help to encourage use of the route.	
97	Strongly support	I am a regular cyclist and anything that makes life easier for cyclists and encourages more people to move around Edinburgh on a bike the better	
98	Strongly support		
99	Strongly support	I cycle that route regularly, and the stretch from the park to Blasket Ave (in both directions) is sometimes terrifying, particularly the Dalkeith Road/Holyrood Park Road junction. It must put people off taking up cycling.	
100	Strongly support	This is the best available route to link the Meadows North cycle Way to Holyrood Park. The number of obstructing bins in Gifford Park and the barrier to access at the east end of this street has been a source of great irritation and obstruction for many years. I just wish St Leonard's Lane wasn't so roughly cobbled as to make it almost un-cyclable.	
103	Strongly support	Part of this route is included in my daily bike commute and I find sections of it, especially the junctions, intimidating and dangerous. I regularly encounter drivers whose behaviour threatens my safety, either deliberately or because they aren't paying attention.	
105	Strongly support	This route links the Royal Commonwealth Pool and Pollock Halls with the Blasket and Grange areas, including Kings Buildings.	
113	Strongly support	This route will provide safer, better linked-up cycling conditions for local cyclists and in particular make legal cycling along Duncan Street East-West possible, avoiding alternative busy road routes.	
114	Strongly support	I have spent some time examining the proposals in detail and do not wish to make my explanation briefer	
115	Strongly support	The roads in this area can be hostile to cycling and intimidating to cross as a pedestrian. In particular Holyrood Park Road can be most unpleasant to cycle out of the park towards the Commonwealth Pool, with a significant hill to climb, with parked cars and along a dual	

		carriageway (with concomitant speeding drivers). Similarly, Duncan Street and Blacket are used as rat runs to avoid the traffic lights along West/East Mayfield and Salisbury Place/Road, which is only partially alleviated by the existing one way sections on Duncan Street and Salisbury Road. The footways on these residential streets are narrow and drivers routinely mount the pavement on the entrance to Blacket Avenue, so reducing the volume of traffic on these routes will be welcome. Joining the Commonwealth Pool to the Innocent Railway (and hence the Meadows) opens up a significant new destination for active travel via subjectively safe routes. Equally, joining Pollock Halls to the (admittedly limited) Quality Bicycle Corridor along Mayfield Road makes active travel more attractive for student journeys.	
117	Strongly support	I'm a pedestrian and cyclist and would welcome greater safety from heavy and fast moving vehicles on these routes.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
119	Strongly support	Holyrood Park Road is very dangerous currently. The parked cars and speed of traffic entering and leaving the park with no crossing until the entrance to Pollock Halls makes very hazardous for pedestrians and cyclists, particularly young people who should be able to access the park safely.	
121	Strongly support	I regularly need cycle with my 2 year old daughter from her nursery to <Street Name>. To get home there are several options: 1. cycle downhill along Minto street, in heavy traffic (5pm) with many buses rushing past and many cars exceeding the prescribed 30mph as the stretch is downhill; 2. Walk along Duncan street with my bike, where the southern pavement is too narrow to pass with a bike (with a child on the back manoeuvring is harder) due to some sign posts, and the northern pavement is often blocked by bins (and very narrow as well); 3. Cycle along Duncan street against the direction and get intimidated by car drivers who think it is justified to physically threaten a cyclist + child for trying to find a reasonable route home. All these options are far, far from ideal	
122	Strongly support	At the moment Edinburgh is missing proper, dedicated cycle lanes. Roads are mostly unsafe for cyclists (car parked on cycle lanes, pot holes). Developing segregated cycle lanes on commuter-heavy axes will encourage more people to use their bike.	
123	Strongly support	In order to improve urban living conditions, improve health and meet environmental targets it is imperative that there should be a large increase in the number of short journeys within cities being taken by bicycle. This will only happen if cycling is made safer and easier by routes such as the one proposed above.	
124	Strongly support	At the moment the safe options for student cyclists resident in Pollock Halls most of the year are unclear. Furthermore, a consultation at this time of year gets no representation from those students. Currently, connecting from Cycle Route 1 in East Parkside and Pollock Halls requires a right hand crossing of Holyrood Park Road where traffic has slowed a bit since the introduction of 20mph but we still have traffic travelling at more than 15 (~30mph) and sometimes 20 (40mph) metres per second. Similarly, going from Pollock to Ratcliffe Terrace (particularly the route to KB) can involve risky right hand turns on Dalkeith Road or Minto Street. Anything that makes it easy for new student residents to find a signed safe route is to be welcomed.	
125	Strongly support	The proposals are important as they help connect a busy neighbourhood to Holyrood Park - an important recreational space for lots of activities and people of all ages, and an important part of the cycle network around Edinburgh.	
127	Strongly support	It's critical that the council takes positive action to ensure safe riding conditions for riders from 8-80.	



128	Strongly support	I strongly support the aim of improving conditions for cyclists everywhere in Edinburgh as encouraging cycling will reduce congestion, improve public health, and improve air quality among other benefits.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
129	Strongly support		
131	Strongly support	There is a clear desire line for cyclists here which is obstructed by one way streets, difficult crossings over major roads and some other problematic bits of street. The proposals seek to address these. In addition, the proposals should help to reduce rat running through the West Blacket area.	
133	Strongly support	I travel this route by bike frequently. The road junctions that I have to pass through are congested (by cars, lorries and vans) and are consequently hazardous to cyclists.	
134	Strongly support	That part of town is terrible to cycle through. Mostly just the behaviour of drivers here. Maybe they are stressed by all the traffic lights/junctions but they give very little room for cyclists, go too fast to beat next lights etc. Scary to cycle. Usually I avoid by doing a big loop around good cycle link between Pollock Halls->Meadows->back along quieter Marchmont Streets. Could do with link from Pollock halls to Park cycle track as well!	
135	Strongly support	It should be improved for visitors and locals to the area. Cycling and walking is popular here due to not having to share traffic with people in motor vehicles who consider people outside as expendable.	
141	Strongly support	Essential link in the cycling network. Cycling reduces pollution, congestion, obesity. Cycling saves the NHS money. Cycling is good for business. Cycling helps prevent individuals getting into debt caused by owning a car. Cycling gives freedom to those unable to drive e.g. the young, the old, the disabled (yes, the disabled frequently are able to cycle)	
142	Strongly support	Negotiating traffic as you try to cycle/walk across major arterial routes for the city can be very discouraging. Even as an experienced cyclist I use strategies such as walking across at green man crossing points to avoid exposed right turns. Traffic speed, even on 20mph Holyrood Park Rd is still a major concern. By contrast the route from Holyrood Park via Craggside sports centre to East end of Meadows has been hugely improved by a few changes at Causewayside and on Clerk Street (toucan crossing). So the further use of such adaptations can only support active travel.	
143	Strongly support	cycling is an imperative part of a modern transport system in the 21st century, cities that cycle are cities that prosper, they attract and retain you people with the skills and creativity that a modern economy needs.	
144	Strongly support	I use this route daily on my commute from Willowbrae to Blackford via Holyrood Park. The off-road route through the park could be made much more useful, particularly to less confident cyclists, if good routes were provided for onward travel into the south side of the city. The uphill section coming out of the park, past Pollock Halls can be very busy and unpleasant for cycling.	
145	Strongly support	This is a desirable route for cycling and is currently very difficult and a barrier to many who would otherwise choose to cycle it.	
146	Strongly support	Current cycling (and walking) conditions at smaller streets crossing the larger north-south roads are difficult. Improvement would be very welcome.	

147	Strongly support	<p>This is a very important route for cyclists of all abilities accessing Holyrood Park for leisure, students commuting between Pollock Halls and Kings Buildings, and local journeys between Marchmont, Grange and Newington. I live in Ratcliffe Terrace and I use parts of this route daily as part of my commute by bicycle to work in Craigmillar. I am a relatively confident and fast cyclist, so I use this route to avoid sharing the road with heavy vehicle traffic and to avoid being caught in long queues of traffic. The problems I face daily are:</p> <ul style="list-style-type: none"> <li>• It can take a long time to cross Mayfield Road from Duncan Street to Blacket Place, because there are no signals at the junction and there is a dominant traffic flow along Mayfield Road. Waiting here is unpleasant as there are normally several cars also waiting, most of which use Duncan Street as a rat run from Causewayside / Grange to Dalkeith Road avoiding queues at controlled junctions. The exit from the one-way Duncan Street has two narrow lanes which means there is no space for cyclists to filter to the front of the queue, forcing cyclists to wait in line until cars can exit. Sometimes I will dismount and walk on the narrow pavements to the nearby button-operated pedestrian crossing, this is a frustrating process.</li> <li>• Blacket Avenue is also used by a surprisingly large volume of traffic, this includes the majority of the rat-running traffic from Duncan Street as well as parents dropping children at the nursery and catering lorries making deliveries to the nursery. Blacket Avenue is two-way but the entrance from Mayfield Road is very narrow, this sometimes causes a temporary blockage with cars needing to reverse to let each other pass, this is dangerous for me and other cyclists.</li> <li>• My commute requires me to turn right from Blacket Avenue into Dalkeith Road. Northbound traffic is heavy in my morning commute and it can take several minutes for a short gap to appear allowing me to cross to the central island refuge, it can then take another minute or two to find a gap to cross the southbound traffic into the bus lane. On some occasions (approximately 1 in 10) there is no sign of a gap in traffic so instead I turn left into the northbound bus lane, accelerate to around 10mph, indicate right and merge across the traffic which is going at the same speed, and dismount in the hatched area in the centre of the road before turning round and repeating a similar manoeuvre to merge across to the southbound bus lane. This process is ridiculous and obviously carries some risks but at times it is the only way to cross Dalkeith Road.</li> <li>• Marchhall Place is one-way westbound except for cyclists. The entrance from Dalkeith Road has an island protecting a short cycle contraflow entrance, which is invaluable as otherwise there may be two cars side-by-side waiting to turn both directions into Dalkeith Road, completely blocking access for eastbound cyclists. However the length of this street is lined with parked cars on both sides and there is no indication on the road surface that cyclists are permitted to contraflow. I have frequently found myself having to take evasive action to avoid oncoming motorists who drive in the middle of the road.</li> <li>• I cannot use Blacket Avenue and Duncan Street on my cycle home from work, because Duncan Street is eastbound only and there is no cycle contraflow. The alternatives are worse than the outward journey.</li> <li>• Exiting from East Parkside into Holyrood Park Road is very difficult at peak times, as there is a continuous stream of traffic using Holyrood Park as a rat run in both directions. It is particularly difficult at this location where the two eastbound lanes of Holyrood Park Road merge together; drivers focus on completing this merge rather than looking ahead for crossing cyclists; and even when there is a gap as a result of cars being stopped by the pedestrian crossing to the west, there is no central refuge for right-turning cyclists to wait for a gap in the westbound traffic. There is rarely a gap here as the traffic comes off the roundabout in Holyrood Park, and roundabouts generally serve to provide a continuous stream of traffic.</li> <li>• Excessive volumes of cars and other vehicles using Holyrood Park, this should be primarily a leisure destination but at present it is noisy, dangerous for children and dogs etc.</li> <li>• Excessive speeds of vehicles on many of these streets</li> </ul>	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
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		<ul style="list-style-type: none"> <li>• Holyrood Park Road is an "urban motorway" with 4 lanes along much of its length, this makes it intimidating for beginner cyclists who should be able to use this as a pleasant way to access Holyrood Park and the Innocent Railway path. In summary, this is a route which badly needs improvements for cycling as per the scope of this scheme.</li> <li>• There is a very high volume of traffic queuing westbound in Holyrood Park Road, there are two lanes which have separate phases at the lights and no cycle lane of any form. It is extremely difficult to filter between these lanes on a bike, and I am aware of taking a risk any time I use this route.</li> <li>• Turning right from Dalkeith Road into Salisbury Road: there is an advance stop line for cyclists but there is no safe way to access the ASL.</li> <li>• Salisbury Road is one-way and has continuous parking along its northern side. The phasing of the lights at the junction between Salisbury Road, Salisbury Place, Newington Road and Mayfield Road is so slow that the whole length of Salisbury Road is full of queuing vehicles at peak times, these vehicles are often positioned haphazardly to one side or the other of the road, which makes it difficult to overtake on a bike - although the road is plenty wide enough that this could be made safe.</li> <li>• East Mayfield is a two-way street with light-controlled junctions at each end; but the eastern end outside numbers 10-22 is lined with parking on the south side. The effect of the parking is to constrain the road to single lane width, and there is a huge conflict here between vehicles exiting East Mayfield and those wishing to enter. When entering traffic is stopped and backs up to the junction, other vehicles can choose not to enter, but for those caught in the queue it can be a very frustrating wait for a gap in eastbound traffic – particularly cyclists, as there is no space to filter past and so they must wait for the eastbound queue to clear at the next turn of the lights and then be followed by often impatient motorists, on numerous occasions I have been passed closely here even when cycling in primary position and when the next queue is less than 100 yards ahead. The above highlights the issues that affect me most every day with the current road layout – these are worst for my return journey, when I am often tired after work. All of these issues will affect other cyclists and even more so for families, students new to Edinburgh and others who may choose to cycle but are put off by intimidating levels of vehicle traffic and the lack of obvious, direct, fast and safe segregated routes.</li> </ul>	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
148	Strongly support		
22	Support	I'm a cyclist and obviously want improved safety	
25	Support	In theory I strongly support all improvements to cycling conditions, to promote govt aims on reducing congestion, unhealthy lifestyles, obesity, and because I love cycling. If you have done research on anticipated use of this route, that's good. There are reasonable main road options via Preston Street and Newington Road. I am not sure of the purpose of this route: maybe to get to King's Buildings. If that is the case there may be a big hill at the end.	
31	Support	I agree that cycle routes are important	
38	Support	I support improving cycling conditions, but not at the expense of the pedestrian or public transport.	
41	Support	Important to make cycling safer in the city	
50	Support	Cycling routes should be improved wherever possible - but sensibly. St Leonard's Street is a joke.	

61	Support	I cycle extensively in the city. Improvements in the conditions for cycling and walking are warmly welcomed as it makes the city a better place to live. The current proposals risk increasing further the traffic on South and Upper Gray streets, streets that are already narrow with cars parked on one side, used by cars as a short cut onto Salisbury road especially at rush hour, and a commonly used path for children walking towards Sciennes or Preston Street primary schools	<b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b>
68	Support	By making it safer and easier to cycle through this route it will allow workers and people in their own time to cycle around Edinburgh and not rely on cars all the time	
85	Support		
92	Support	There are many cyclists using this area - particularly students of Edin Uni which has so many sites nearby.	
95	Support	It's a reasonable idea to improve cycling conditions.	
106	Support	We are cyclists and think safe, quiet cycle routes are very important. However, we disagree with part of the route.	
139	Support		
10	Neither support or oppose	No idea what you are planning to do, only have route.	
32	Neither support or oppose	May promote more cycling-good for health - but concerned about costs, disruption during work & effects on traffic/ hold ups.	
58	Neither support or oppose	At 77, I have not ridden a bike in Edinburgh for decades, so I have no personal knowledge of current conditions.	
62	Neither support or oppose	Seems a reasonably safe route to cycle on currently (however, am a confident urban cyclist, partly due to Standard and Advanced motorcycle training, and 30 years as an adult in Edinburgh. I appreciate that new urban cyclists may feel differently, and your accident stats may paint a different picture.	
63	Neither support or oppose	I do not cycle and occasionally find bad cyclist an irritation. That said keeping them on a safer cycle route will reduce car users frustrations.	
102	Neither support or oppose	While cyclists should have safe routes to use, it seems these are taking precedence to other roadusers. Many of us rely on cars to get around.	
104	Neither support or oppose	I support it in principle, however you are implementing a shared cycle/pedestrian area at a junction (Blacket-Minto) that is already rather busy and dangerous for pedestrians, especially given that it is frequently used by mothers with prams and small children from the nursery opposite. Why are you promoting cyclists to the detriment of pedestrians? I cannot afford to own a car and therefore walk everywhere - this will make me feel unsafe on my daily commute through my own neighbourhood.	

132	Neither support or oppose	Princes St needs the money to put cycle tracks there	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here.</b></p> <p><b>Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
34	Oppose	Surely the money spent on this could be put to better use. A lot of Edinburgh are living in extreme poverty and services for mental health and care struggle to get funding ever year. What a waste of money. I'm sure every cyclist would agree when asked should we spent this money on people health and wellbeing or let you have a cycle lane. Ridiculous waste of resource and disruption for everyone. Just like the trams!!	
35	Oppose	Don't believe this is required and local shops require short term parking which will be removed.	
69	Oppose	Public money should be spent improving the condition of the current doorways, cycleways and carriageways	
74	Oppose	I can't see how this will provide any benefit to cyclists or walkers and will just make the street we live on a faster more dangerous car route	
78	Oppose	Cycling in Edinburgh is in general safe. As a cyclist I suggest more money spent on education of both cyclists and drivers. With regard to sharing the road good cycle lanes and law enforcement as part of an awareness campaign.	
86	Oppose	I regularly cycle on this route (twice per day at least 3 days/week) and do not feel that it needs improving. The money would be better spent elsewhere.	
87	Oppose	'Oppose' in that the proposed route through residential streets in Blacket are too complex and costly and has negative consequences for safety on those affected roads. The simplest solution is to improve the route for cycles on Salisbury Rd (already one way for cars) then via Salisbury Place and then down Causewayside. Keep It Simple (and Cheap!) Stupid...!	
91	Oppose	Cycling conditions are already acceptable - the proposals do not constitute acceptable value for money	
101	Oppose	The changes in the carriageway at Holyrood Road and East Parkside are not positive. That intersection, if changed according to the plans, will become clogged with traffic. Bicycles will not be polite to the pedestrians. Parking spots will be reduced in number meaning less people will use Holyrood park unless they can bike, walk or use bus.	
120	Oppose	Minor improvements are all that is needed. Most cycle traffic between these endpoints is from pollock Halls, which has internal paths that lead to the pedestrian crossing on Dalkeith Rd, so the Holyrood Park Road part is unnecessary (and very expensive)	
126	Oppose	Route through Pollock Halls is safer and everyone uses it. Encouraging cyclists into Holyrood PR/Dalkeith Rd junction is bad for everyone.	
136	Oppose	Holyrood Park to Ratcliffe Terrace walk/cycle link QuietRoute 30. The westbound access for vehicles to Minto Street from Mayfield Terrace is not sensible: it is narrow, with a dwelling house in close proximity to the traffic fumes, near to traffic lights where queues will form in Minto Street and probably cause backups of motor traffic in Mayfield Terrace, if this is the only access to Minto Street for motor traffic from the Blacket area. There is no room for a cycle path either, if that is a consideration. On the other hand, the pedestrian lights at Duncan Street/Blacket Avenue/Minto Street allow easier access to Minto Street and probably would benefit from not allowing traffic to cross from Duncan Street to Blacket Avenue. It would be better to keep this entrance to Blacket Avenue two-way. Closing the entrance into upper Blacket Place from Dalkeith Road will make entrance/exit from the Blacket Avenue to Dalkeith Road and from Mayfield Terrace to Dalkeith Road more congested Also likely to cause damage to the Pugin pillars. Perhaps one of	

		these two junctions could be made east-bound only. Currently there are numbers of cars 'rat-running' through Blacket Avenue, Mayfield Terrace and through Blacket Place to Mayfield Terrace. The 20mph limit, if observed, does at least slow this. The proposed plan will be costly, I have no doubt, and probably not as useful as properly resurfacing the roads city-wide where there are potholes. Potholes and prominent drain covers can cause cyclists to fall. It would also be helpful and cost a lot less to extend the 20mph limit through the whole city, not piecemeal as it is currently being done: putting up speed limit signs on the outskirts is relatively easy, does not involve painting on roads and will help cyclists and pedestrians alike. There should be some consideration given to a) discouraging private cars, which cause most of the congestion b) traffic policing to prosecute not just car owners who break the rules, but cyclist and pedestrians as well.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
13	Strongly oppose	Cyclists contribute nothing towards the upkeep of the roads/ cycle paths through Road Tax or Fuel Tax. It should be mandatory for cyclists to pay Road Tax, be registered i.e identification plates and have valid insurance, the same as any other vehicle. I can envisage lengthy delays in exiting East Parkside, towards Dalkeith Road, when vehicles will have to wait till there are no pedestrians at the junction and vehicles are stationary waiting at the crossing or there is a steady stream coming out of the park. The loss of nine parking spaces is unacceptable as they are used by the public when using the park. An increase in spaces is required to promote a healthier pastime in the park. We don't need a cycle lane, cyclists think the pavements are one and will continue in that vein.	
20	Strongly oppose	The public highway is for everyone, not just a select group.	
21	Strongly oppose	1) By increasing delays for motorists, you automatically increase air pollution for those living in East Parkside and the Pollock Halls. 2) By creating another cycle/pedestrian crossing, you are adding to the dangers for pedestrians, as experienced at Pleasance. (I have nearly been run over twice by cyclists who were paying no attention to the red cycle signals whatsoever.) 3) As a regular pedestrian in the area, I suffer more harassment from cyclists than motorists - please don't make it worse, (unless you propose to introduce compulsory registration for all cyclists).	
23	Strongly oppose	This city is needing to forget cyclists that cause nothing but problems for other road (or perhaps I should say pavement) users problems! Start thinking more about car users!!!!	
24	Strongly oppose		
33	Strongly oppose	It's the route many have to take to drive to work. It will cause traffic congestion in alternative routes.	
36	Strongly oppose	Cyclists do not currently use the cycle pathways across this area, especially those in Holyrood Park itself.	
39	Strongly oppose	Traffic on road already very busy at peak times- the chaos this will cause will cause more pollution and congestion - pedestrians and cyclists won't want to use the roads due to the awful fumes caused by delayed traffic	
40	Strongly oppose	This is such an oddly specific area to focus on. The city has plenty of cycle and pedestrian friendly routes already. Stop punishing car drivers! If anything, improve the education of pedestrians and cyclists - as a cyclist and car driver myself, I cannot believe the utter stupidity of other people sometimes.	

51	Strongly oppose	Totally unnecessary now that you have imposed 20 mph limits anyway, as it is the existing limit should allow cars and cycles to occupy the same road space without the requirement for further restrictions to powered vehicles. this will also unfairly impact people commuting by car from outside of town who live too far away to cycle in. I would like to know what do the council propose to do to ensure that cyclists also adhere to the speed limits - which they currently do not.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
52	Strongly oppose	Driving in the city is difficult enough. Stop making it worse! Frankly, changes like this ultimately end up causing more trouble and confusion than they're worth. The money would be much better spent dealing with other issues.	
54	Strongly oppose	There is sufficient cycling provision already	
55	Strongly oppose	As a cyclist who uses this route on a daily basis I can see no benefit to cyclists and pedestrians from this proposal. It would however mean unnecessary work and cost that could be better and more effectively spent elsewhere. The proposed junctions may prove more hazardous than the current situation and although I don't own a car I can see no benefit in losing parking spaces, that fellow residents may require. This area highlighted does not require any change, as the cycling conditions are already excellent - I have never had any issue over 10 years of cycling in this area. Improving cycling condition could be better achieved by making improvements to the road in the neighbouring areas.	
64	Strongly oppose	I do believe that cyclist should not be catered for further until the city can see an improvement in their behaviour and competency on the road.	
66	Strongly oppose		
70	Strongly oppose	Shared spaces do not work, spend some money and properly separate cyclists from other users.	
107	Strongly oppose	While I support increased ease and safety for cyclists, I oppose Blacket Avenue becoming one way. This will have a huge impact on lower Blacket Place and the west end of Mayfield Terrace as all cars crossing from Dalkeith Rd, or coming from Blacket Avenue (where there is a busy nursery) or Blacket Place, will have to exit out of Mayfield Terrace to reach Minto Street. This will increase traffic significantly, causing extra noise and pollution to what is currently a lovely street. There are young children and teenagers in the area, many of whom walk to school and play in the street, and safety will be compromised by the increased level of traffic. Further, it will cause problems for those wishing to turn right onto Minto Street as the turning out of Mayfield Terrace is not at all easy. It is not near to any pedestrian crossing so the opportunities to turn right are limited. In addition, pedestrians walking north or south on Minto Street often cross that narrow Mayfield Terrace junction without looking and this has caused near misses in the past. This is obviously a significant safety issue for both drivers and pedestrians. The increased levels of traffic trying to turn out of Mayfield Terrace would also cause a back-up of traffic on Mayfield Terrace.	
108	Strongly oppose	During peak times we already have frequent traffic using Mayfield Terrace as a 'rat run' for through traffic from Dalkeith Road to Minto Street. Frequently the traffic exceeds the 20mph limit before exiting into Minto Street through a One Way single lane exit. This exit is regularly abused by traffic coming from Minto Street entering into Mayfield Terrace and causes head to head confrontations. With the new planned Quiet Route I foresee this problem worsening. There is very little escape for pedestrians as the path is very narrow and the exit onto Minto Street at the end of Mayfield Terrace is blind due to high walls on either side that obstruct a drivers clear view. As many pedestrians and family's with young children and pushchairs often cross at this point making their way towards local schools and	

		nurseries I think this route at this point is an accident waiting to happen, especially as it is next to a bus lane where the buses are sometimes at speed as they are heading down hill.	
109	Strongly oppose	Loss of parking in Holyrood Park Road (heavily used at the week-ends); disruption of heavily used pavement area on Old Dalkeith Road by Commonwealth Pool, particularly by young families using the pool where parking is limited; the one-way proposal of Blakett Avenue would divert traffic to the Mayfield Terrace/Minto Street junction which is already potentially dangerous for exiting traffic (inadequate sight lines, narrow road, limited pavements constantly requiring pedestrians to step into the narrow road, dangerous for pedestrians on Minto Street who step into the road (Mayfield Terrace) as they cannot see traffic until they are in the road, poor signage (as advised to the Council), continued illegal entry by motorists (as advised to the Council), used (legally) by cyclists entering Mayfield Terrace into a road where there is no room for one cycles and cars to pass safely), difficulty of drivers exiting Mayfield Terrace and Turing right (North) into Minto Street. Through poor sight lines and heavy traffic. There is heavy local pedestrian use in Mayfield Terrace, especially at the western end, where pedestrians have to traverse the road because of the single narrow pavement (see above). The Blakett Avenue exit into Minto Street is also poor and has had several near miss accidents. A better route would be to use Salisbury Road, where the west end has already traffic lights and controlled pedestrian crossings. That, coupled with extending the 20 mph zone into Minto Street as far as the East Mayfield/West Mayfield junction (traffic light controlled) would provide a safer proposal; alternatively, modifying the existing John Muir Way would be safer.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
110	Strongly oppose	Mayfield Terrace is regularly use during peak times for through traffic from Dalkeith Road to Minto Street and motorists often exceed the 20mph limit before exiting into Minto Street through a long narrow single lane One Way exits that does allow cyclists and Taxis to enter. This exit One Way exits is regularly misused by traffic wanting to travel from Minto Street into Mayfield Terrace through to Dalkeith Road head to head confrontations are a matter of course. The planned Quiet Route 30 will increase the problem and worsen the expectation of an accident. Alongside this long thin exit onto Minto Street there is a one sided well used single with path with high walls; this will increase the danger that already exists for all pedestrians taking this path as a result of the increased traffic flow due to the planned Quite Route 30. It is also badly lit and I am sure will cause an accident during dark wet nights in winter. In addition to this this exit onto Minto Street at the end of Mayfield Terrace is blind due to the high walls of buildings on either side that obstruct a drivers clear view. Many pedestrians; family's with young children and pushchairs, tourists and elderly people cross at this point making their way towards shops and local services. The exit is narrow and hidden by private garden bushes and hedging that often fools pedestrians into realising cars exit from this point. Minor accidents have already happened increasing traffic exit at this point will only serve to INCREASE THE RISK OF INJURY. Exiting onto Minto Street at this point is already difficult due to a significant traffic light junction to the left and therefore traffic is often backed up beyond Mayfield Terrace exit. A well used bus lane also exists where buses sometimes travel at speed heading down hill. When through traffic enters and exits to and from Dalkeith Road at Blakett Avenue there is a pedestrian crossing that when the red light is activated does at least provide a safer exit from the road. It is therefore in my opinion the proposed Quite Route 30 as it stands will increase danger to pedestrians and cause more accidents with motorists.	
111	Strongly oppose	As a young person who has live here since I was 7 I feel this proposed Quiet Route 30 is a mistake. Where I live there is a narrow One Way exit from Mayfield Terrace onto Minto Street and understand that the traffic through this point will increase. It is a really narrow exit and cars and vans are always coming through it the wrong way and causing near collisions. The path is very narrow along side the exit and is very dark on winters days two people cannot pass without going onto the road. If the traffic is increased it will make it more dangerous than it is already. When I came home from school or a friends house I was quite scared especially when cars and vans passed me so closely. There is also the problem of the ice in winter as the roads around this area are never gritted probably because	



		the lorries have difficulty getting through the narrow entrances and exits. More traffic down Blacket Place will increase the problem with skidding cars and cars being unable to stop on the ice at the junction onto Mayfield Terrace. We have a lot of pets, children and young people in this area that traffic that's is 'just cutting through' between Dalkeith Road and Minto Street are unaware of because they do not live here. More traffic going this planned reroute will increase the danger of people walking.	
112	Strongly oppose	The proposed route is going to cause traffic chaos in a very quiet area where children play and there are already regular incidents with the area being used as a cut through	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
116	Strongly oppose	I strongly oppose Blacket Avenue becoming one way as it will have a big impact on lower Blacket Place and the west end of Mayfield Terrace. All cars crossing from Dalkeith Rd, or coming from Blacket Avenue (where there is a busy nursery) or Blacket Place, will have to exit out of Mayfield Terrace to reach Minto Street. This will increase traffic a great deal causing extra noise and pollution to what is currently a lovely street. There are a lot of young children in the area (including my own) some of whom walk to school from there, and safety will be compromised by the increased level of traffic. It will also cause problems for those wishing to turn right onto Minto Street even more difficult. Turning right out of Mayfield Terrace is bad enough at the moment. It is not near to any pedestrian crossing so the opportunities to turn right are limited. In addition, pedestrians walking north or south on Minto Street often cross that narrow Mayfield Terrace junction without looking and this has caused near misses in the past. This is obviously a significant safety issue for both drivers and pedestrians. The increased levels of traffic trying to turn out of Mayfield Terrace would also cause a back-up of traffic on Mayfield Terrace. I really hope that you re-think this plan!	
118	Strongly oppose	Knock on effect of displaced traffic onto surrounding roads will exacerbate congestion and pollution and worsen already dangerous road systems especially in Mayfield Terrace and Minto Street. In particular the exit in Mayfield Road is blind, turning right is very difficult and will cause delays, pedestrians walking across MT junction with Minto Street are at risk, there are often near misses due to cars turning into MT from Minto Street, visibility is poor due to twists in to the narrow road up to the junction, tail backs are likely, many children live in the area, speeding is already an issue. Why are cyclists and pedestrians to be so favoured?	
130	Strongly oppose	the route is already very safe and quiet. The cycling improvement funds must be spent on the most congested and dangerous roads and junctions first. Avoiding cycling related incidents and deaths must take priority.	
137	Strongly oppose	The aim should be improving the other, busier and more dangerous roads.	
138	Strongly oppose	The west end of Mayfield Terrace is mainly residential unlike the west end of Blacket Avenue (which is not) forcing a large volume of traffic into a residential street. There will be a significant amount of queueing traffic as this will be the only exit for the residential population of the Blacket conservation area and also all those attempting to travel from east to west across this part of the city. Many children and elderly pedestrians cross at this point which has a blind corner. Potential for serious accidents as people attempt to turn right into Minto Street crossing 2 lanes of traffic with no clear field of vision. Traffic lights do not currently show when it is safe to turn right. Many near misses already occur with people attempting to turn right. Much clearer field of vision when exiting at Blacket Avenue. Large number of children and pedestrians cross Mayfield Terrace currently and there are frequent near misses involving cars and pedestrians already.	
140	Strongly oppose	The planned changes would be a very expensive re-design of an already quiet and safe route. The design itself is quite poor as it includes mainly cosmetic changes to the best parts of the route but suggests no changes to the worst parts. It is not a good use of public funds.	

## Online Survey – Support for Improving Walking Conditions

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
1	Strongly support	The pavements can be quite cluttered	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
2	Strongly support	I don't believe this scheme does anything to improve walking conditions. Islands for slower pedestrians are removed and Dalkeith Rd remains at 5 1/2 lanes wide for vehicular traffic. I do however, 'Strongly support' the aim of improving walking conditions on the route proposed between Holyrood Park Road and Ratcliffe Terrace.	
3	Strongly support		
4	Strongly support	Lots of cyclists in area already - and lots of others who could be persuaded to cycle more, given good facilities.	
6	Strongly support	At current you have to cross busy 4 lane roads with no priority at traffic lights. It's slow and unattractive.	
7	Strongly support	This is an area where most residents and users of businesses and services are pedestrians.	
9	Strongly support	Pedestrian safety should be prioritised over driver convenience.	
12	Strongly support	Narrow streets for much of the proposed routes, with mainly residential properties and on street residential parking. These roads seem to be used as well by currently by cars and vans to cut through between the main arterial roads (Ratcliffe Terrace, Mint o Street and Dalkeith Road).	
13	Strongly support	Stop cyclists using pavements as opposed to roads, they are after all vehicles.	
14	Strongly support	Getting more people to use active travel would be good for the city.	
15	Strongly support	As with cycling, walking is a great form of exercise and a way to solve urban transport and pollution issues. It should be strongly encouraged at every possibility.	
16	Strongly support		

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
17	Strongly support	Encouraging people to walk, rather than drive will improve the environment of the city.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
18	Strongly support		
19	Strongly support		
26	Strongly support	As previous	
28	Strongly support	In Edinburgh we need to move the emphasis away from cars, and improving infrastructure for pedestrians and cyclists while encourage that agenda.	
29	Strongly support	If it makes it easier to and safer to walk through our streets then that can only be a good thing. Again iot will hopefully get people out of cars	
30	Strongly support		
31	Strongly support	Pavements are in a terrible state	
37	Strongly support	Less people in cars the better in the city centre	
42	Strongly support	Often walk in the area. Some roads tricky to get across.	
43	Strongly support	It can be very slow to cross Dalkeith Road due to the large number of lanes and the priority that is given to traffic. Also, the backroutes for walking often have narrow walkways and can be daunting to walk through, particularly at rush hour or in the evening.	
44	Strongly support	The proposals appear to provide additional signalised crossings: these will be of benefit to pedestrians, and in particular if crossing phased are set to prioritise pedestrian movements and not vehicle movements.	
45	Strongly support	Dalkeith Road is frightening- and I'm a very experienced local cyclist! Holyrood Park Road is horrible. When you come out of the park and try to reach a familiar side street (Duncan St) it is inexplicably one way- even though there's plenty of room for a bike to pass!	
46	Strongly support	We need better condition for active travel across the whole of the Southside	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
47	Strongly support		<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
48	Strongly support	Again heavy traffic area	
49	Strongly support		
50	Strongly support	Pedestrians are given the lowest priority. They need the most consideration and protection.	
53	Strongly support	As previous	
57	Strongly support	It is a very pleasant walking route, Blackett Ave and Duncan Street both have buildings of architectural interest, and lots of greenery/trees	
59	Strongly support		
60	Strongly support	While I don't believe the existing walking conditions are as bad as the existing cycling conditions as there are already signalled crossings on the main roads, the likely reduction in rat-running due to the continuous walkways, raised areas and the change in one way on the east end of Duncan street will make crossing smaller side roads safer and easier.	
65	Strongly support	I like to walk around Edinburgh, but often walkers are not prioritised. I find that getting to Holyrood Park is difficult, particularly cross the road the surrounds Arthur's seat - there needs to be measures to improve crossings there because the traffic is dense and fast	
67	Strongly support	Safety is main reason	
70	Strongly support	Walking spaces are great but should not be shared with cyclists	
71	Strongly support	Walking is good for pepole's health and wellbeing. Improving routes encourages people to walk. Simple.	
72	Strongly support	It is needed to give the people better easier access to the park. This will improve many peoples lives.	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
73	Strongly support		<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
75	Strongly support	As previous - also to encourage more walking / active transport.	
77	Strongly support	I also walk a lot and this would make it nicer	
79	Strongly support	It will be very useful e.g. for students from Pollock Halls to KB	
80	Strongly support	Better quality, safer walking routes should encourage people to travel more on foot rather than taking the car.	
81	Strongly support	busy roads	
82	Strongly support	Similar to previous answer - terrible conditions for pedestrians on this route	
83	Strongly support	I often walk from South Gray St to the Holyrood Park Road entrance to the Park, usually via Pollock Halls. Difficulties I have find on this route are crossing Holyrood Park Road near the Park entrance, crossing Dalkeith Road at its junction with Blacket Place: the crossing lights can take a very long time to change, the amount of rat-running along Duncan Street and Blacket Avenue, crossing the western entrance to Blacket Avenue from the adjacent pedestrian crossing: there is a pavement only on the south side. Again, the proposal solves most of these problems.	
84	Strongly support	Currently Holyrood park road is very unpleasant to walk along with speeding traffic and many kerb drops difficult for buggies or wheelchairs. The proposed route improves this greatly for pedestrians.	
85	Strongly support	This is not a natural or popular walking route. But there are significant opportunities (largely not yet proposed) to improve important streets such as Dalkeith Road and Ratcliffe Terrace for pedestrians	
88	Strongly support	While the majority of streets involved in this consultation already do provide a safe space to walk, I believe that promoting pedestrian (and cycle) priority at side junctions is very important towards encouraging a city environment more conducive to active travel.	
89	Strongly support	As previous reply	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
90	Strongly support		<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
93	Strongly support	Healthy and pleasant exercise, good for all with reduced risk of inhaling toxic gases from motor vehicles. Promote and facilitate a healthy lifestyle.	
96	Strongly support	The route mainly uses quiet roads for the route thus improving the experience for walkers and increasing the likelihood of the route being used.	
99	Strongly support	The route can be unpleasant to walk due to heavy traffic travelling at speed and quite close to the pavement. A cycle lane would act as a buffer between the pavement and the road. (The problem is even worse further down Dalkeith Road.)	
101	Strongly support		
102	Strongly support	Good walking conditions are very important.	
103	Strongly support	A city *should* be pleasant to live and walk in, but walking conditions - and air quality - in central Edinburgh are poor because priority is given to motorised traffic, most of which is just travelling straight through to somewhere else.	
104	Strongly support	I cannot afford to own a car and therefore walk everywhere. I cannot afford to buy a bicycle and therefore walk everywhere. Any policy which does not improve walking conditions is discriminatory in terms of socio-economic background.	
112	Strongly support	I think encouraging safe movement of pedestrians is a very positive message	
113	Strongly support	As with cycling this will help pedestrians cross heavily trafficked main roads.	
115	Strongly support	As above, the side streets in this area have narrow footways and rat running drivers, often trying to squeeze past other drivers by mounting the pavement, or cutting corners to get across junctions (perhaps performing an illegal right turn) in gaps in the traffic. This all makes the area less pleasant to walk through.	
117	Strongly support	as previous comment	
119	Strongly support	As before	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
123	Strongly support	To walk through the part of the city which the proposed route covers presently entails crossing a number of large, busy streets. Walking has been demonstrated to reap huge health benefits, and the city should naturally be the domain of the person on foot, rather than that of drivers.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
124	Strongly support	A lot of people walk or run to Holyrood park from the Newington and Grange areas. To be to do this with greater protection from traffic and traffic fumes will be beneficial to the physical and mental wellbeing of residents and guests.	
125	Strongly support	The proposals are important as they help connect a busy neighbourhood to Holyrood Park - an important recreational space for lots of activities and people of all ages, and an important part of the cycle network around Edinburgh.	
127	Strongly support	Segregated cycling should not inconvenience walking. Space needed should be removed from the ample space currently available for driving and parking on much of this route.	
128	Strongly support	I strongly support the aim of improving walking conditions anywhere in Edinburgh as promotion of walking will have the same benefits as the promotion of cycling.	
129	Strongly support		
133	Strongly support	I frequently walk this route. I support any move to improve walking and cycling.	
135	Strongly support	It should be improved for visitors and locals to the area. Cycling and walking is popular here due to not having to share traffic with people in motor vehicles who consider people outside as expendable.	
141	Strongly support	Walking reduces pollution, congestion, obesity. Walking saves the NHS money. Walking is good for business. Walking helps prevent individuals getting into debt caused by owning a car.	
142	Strongly support	Comments in first box apply here also, with the addition that cyclists could be actively encouraged to slow down on shared paths so that walkers feel less threatened by speeding cyclists.	
143	Strongly support	walking and active travel need to part of a city's culture if it is to grow and prosper, cultural change can only happen if these modes of transport are not just supported but key to travel infrastructure.	
145	Strongly support	The route is not very clear and not attractive or of high quality.	
146	Strongly support	see previous comment	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
147	Strongly support	<p>I regularly walk along most parts of this route, often when walking from home in Ratcliffe Terrace to catch the bus in Dalkeith Road to my work in Craigmillar, or buses in Minto Street into town or out of town for leisure, or when taking a stroll in Holyrood Park etc. Parts of this route are an important walking route for large numbers of people of all abilities including families accessing Holyrood Park and the Commonwealth Pool for leisure, students walking between Pollock Halls and George Square, shops, nights out etc, people making local journeys visiting relatives, friends, shops etc and of course commuting to work on foot or on foot and bus. Large volumes of people work at the Scottish Widows building in Holyrood Park Road. In particular please remember that bus routes tend to radiate out from the city centre so bus passengers often need to walk between Dalkeith Road, Newington Road/Minto Street and Causewayside depending what bus service goes to their destination. Current issues for pedestrians include:</p> <ul style="list-style-type: none"> <li>• Slow and convoluted 2-stage pedestrian crossings of Holyrood Park Road, constrained by railings which do not have adequate capacity for the numbers of students commuting in and out of Pollock Halls.</li> <li>• Pavements of Holyrood Park Road too narrow to comfortably accommodate the numbers of pedestrians, groups of students often walk out into the carriageway putting themselves at risk of collision with vehicles.</li> <li>• Large, 6m wide layby outside Scottish Widows which is rarely used, wastes space and encourages vehicles to drive quickly by being far away from pedestrians.</li> <li>• Excessive volumes of vehicle traffic using Holyrood Park</li> <li>• Holyrood Park Road is too wide at the junction which encourages vehicular rat running through Holyrood Park</li> <li>• Pavement on west side of Dalkeith Road too narrow especially for those with mobility issues</li> <li>• Pavements on roads in Blacket estate too narrow especially for those with mobility issues</li> <li>• Pedestrian crossing of Minto Street is positioned inconveniently for pedestrians: most people are using this to access bus stops or to cross between Dalkeith Road and Blacket Avenue. The crossing is quick to respond which is good, but after a pedestrian phase is permitted there is an excessively long delay before the next phase is allowed.</li> <li>• Pavements on both sides of Duncan Street are extremely narrow, less than 1 metre in places, and the street is often lined with cars on both sides, this causes pedestrians to come into conflict with each other or walk out into the street.</li> <li>• Crossing Ratcliffe Terrace at the exit of Duncan Street is dangerous, many drivers drive their cars at more than the 20mph limit, partly due to the excessive width of the road at this point.</li> </ul>	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
5	Support	encourage more walking	
8	Support	Walking is important and everyone needs to be safe, cycling is just a better proven method of exercise with greater health benefits and deserves the investment.	
22	Support	I walk a lot and though I find no problems currently, there may be some who have difficulty	



Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
25	Support	In theory I strongly support all improvements to walking conditions, to promote govt aims on reducing congestion, unhealthy lifestyles and obeisity. If you have done research on anticipated use of this route, that's good. It is a pleasant walking route. I am not sure of the purpose of this route: maybe to get to King's Buildings.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
27	Support		
36	Support		
38	Support	Again not a the expense of the pedestrian or public transport.	
41	Support		
56	Support	Pedestrians should be equal rights users of the roads and paths	
58	Support	I approve of improving conditions for walkers generally, particularly for the elderly.	
61	Support	See prev comment	
63	Support	Improving walking routes everywhere is something I support	
66	Support		
68	Support	The paths have never been wide enough for everyone to walk along so by widening the paths like I've seen in the drawings it would suggest to me that it will be a lot easier to walk along the path, the only problem I have with paths is that there always a lot of sign posts everywhere and they get in the way.	
76	Support	Pedestrian facilities in Edinburgh are good already, but if this is a byproduct of the improvements to the cycling situation, I am in support.	
91	Support	Pedestrians currently receive the least consideration when pavement and road schemes are being taken forward.	
92	Support	The safety of pedestrians needs to be protected from cyclists when using the same paths. The support given to walkers must make them safe from cyclists. I'm thinking especially of disabled pedestrians, including wheelchair users, and especially blind people. Cyclists are particularly badly behaved in Edinburgh, especially students who are late for lectures. If you encourage cycling, then it's essential you address safety concerns for pedestrians at the same time.	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
94	Support	Generally support improving walking conditions, although in my view improving cycle routes is more urgent as there are fewer safe and quiet routes whereas there are more options for pedestrians	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
95	Support	I live in this area and like to walk therefore creating safer conditions away from fast, heavy traffic makes sense.	
97	Support	Sufficient space must be left at the Blacket Avenue exit to Minto street for pedestrians and cyclists, i.e take the cycle route from the current road width; do not combine it (dangerously) with the pavement in Blacket Avenue. Pedestrians wanting to go to the bus stop on the northwest side of that junction must be safely accommodated if the central island is to go.	
98	Support		
100	Support	I think walkers have quite a wide choice of routes on existing pavements and they don't have to fight for space on the roads, so the issue is less critical for them.	
106	Support	Same point as before. Approve of safe and quiet cycling and walking routes but not happy about impacts of some of the changes.	
109	Support	Limiting traffic in the Blacket area and extending the 20 mph zone would assist walking conditions; Blacket Avenue and Mayfield Terrace could be made "Access Only" to traffic.	
114	Support	I refer to my previous comment	
121	Support	Generally speaking I think that way too much priority is given to car drivers in the design and layout of the streets Edinburgh. Any extra space given to other forms of transport will get my full support (I do drive a car myself).	
122	Support	The same point applies as for cycling, although the safety issue is less acute, as pedestrians do not use the road for their journey.	
131	Support	There are some problematic crossings of main roads which these proposals address. Overall, however, this scheme seems more focused on cycling than walking.	
139	Support		
144	Support	In general I think that walking conditions should be improved around our busy roads. Making these routes more pleasant, safer and more convenient (e.g. reducing amount of time waiting to cross busy roads) must be a good thing for encouraging walking to work and for families choosing to walk to the park instead of driving.	
11	Neither support or oppose	I'm not aware of there being a particular problem with this walking route.	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
23	Neither support or oppose		<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
32	Neither support or oppose	Pavements are already suitable for walking -so not sure this is essential & good use of taxpayer money	
40	Neither support or oppose		
54	Neither support or oppose	Sufficient walking provision already	
64	Neither support or oppose	I cannot as I am not sure what the current walking conditions are like	
78	Neither support or oppose	Pavements are perfectly adequate	
105	Neither support or oppose	No objection to improvements, but it's not clear to me that improvements to walking conditions are needed along this route given the facilities already available.	
107	Neither support or oppose	See answer to cycling question. Walking is safe as there are footpaths, though again making Blanket Place one-way will undoubtedly have an adverse impact.	
108	Neither support or oppose	People should be able to walk in safety but this route is deeply flawed	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
110	Neither support or oppose	This plan will not improve walking conditions and will in effect increase danger. As a frequent pedestrian feel the current walking conditions are satisfactory	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
116	Neither support or oppose		
132	Neither support or oppose	I have lived in the area all my life, walk the area regularly and have no problems with the current walking conditions.	
134	Neither support or oppose	Could always do better make it nicer for people to walk. But pavements seem ok.	
136	Neither support or oppose	Are the pavements going to be relaid to do away with trip hazards? If so, I'll support that.	
34	Oppose	There are already pavements and traffic lights, people managed fine just now, waste of money.	
35	Oppose	Don't feel this is a benefit can currently walk route as it is.	
62	Oppose	There are pavements; which bit of walking is difficult or dangerous?	
69	Oppose	What evidence is there to demonstrate this is going to be used by cyclists	
74	Oppose	The pavements already exist with lowered curbs to enable road crossings. This just seems to suggest spending a lot of money for no benefit	
118	Oppose	Why needed? Just creating a cut-through at the expense of those living there.	
120	Oppose	Again, there is no need for major works. Mending broken paving stones (currently a serious hazard) would be better than spending a lot of money.	
138	Oppose	Reasons outlined above	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
10	Strongly oppose	As a pedestrian and I can say there is nothing wrong with the current pavements and pedestrian crossings.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
20	Strongly oppose	"My" council will use this survey to justify actions which loosely relate to the question asked. Lies, damn lies & statistics is a perfect explanation.	
21	Strongly oppose	That area is perfectly acceptable already. Don't spend a penny on that till you mend the pavements in Montague Street, which I have to walk down regularly, and which is a death-trap of uneven pavements and desperately inadequate lighting in the winter. Safety should take priority over amenity.	
24	Strongly oppose		
33	Strongly oppose		
39	Strongly oppose	Pavements and crossing already in place more than adequate - I use them regularly	
51	Strongly oppose	The pavement is fine as it is.	
52	Strongly oppose	As before	
55	Strongly oppose	Same response as previously. There are no issues in the area to be addressed and proposed changes e.g. continuous footways, may present hazards to all users as pedestrians are not as aware hazards at crossings.	
86	Strongly oppose	Again I regularly walk this route, and have done for many years, and do not feel it requires any improvement. There are large numbers of pedestrians already using this route today both for commuting and for leisure / exercise, and the conditions do not appear to be an inhibitor.	
87	Strongly oppose	Walking conditions are already perfectly adequate. There are multiple red/green man crossing points.	
111	Strongly oppose	My notes as before	
126	Strongly oppose	I walk this route often, it is OK as it is, changes don't improve anything.	

Ref I.D.	Support for improving walking conditions on the route proposed	Can you briefly explain your view on the last question?	Council Response
130	Strongly oppose	the route is already very safe and quiet. The funds must be spent on the most congested and dangerous roads and junctions first. Avoiding cycling related incidents and deaths must take priority.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
137	Strongly oppose	The aim should be improving the other, busier and more dangerous roads.	
140	Strongly oppose	It is currently possible to walk through quiet side streets (Duncan Street and Blacket Avenue / Blacket Place) with pedestrian lights at Minto Street and Dalkeith Road so pedestrians are well catered for.	

### Online Survey – Feedback on the two Proposed Options for the Junction of Dalkeith Road and Blacket Place

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
1	Option 1	Although it would be great to have the road traffic free, it may not be realistic. A similar system as Rankeillor Street could be beneficial as the road remains quiet for residents too.	<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
10	Option 1	thinking of the people that live there.	
17	Option 1	Providing cycle exclusive access will make this quiet residential neighbourhood safer for everyone.	

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
20	Option 1	The public highways are for all road users.	<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
22	Option 1	It permits another cross route	
24	Option 1		
31	Option 1	It's unnecessary to limit this street to cyclists	
34	Option 1	Everyone including evil drivers should be allowed to access	
35	Option 1	Still be handy to retain vehicle access.	
36	Option 1	Blocking the movement of vehicles should not be seen as the fix to cycle safety. Finding solutions which support both is imperative	
39	Option 1	Need to keep the flow of traffic going on Dalkeith road- if it works then don't change it	
41	Option 1	Blackett Avenue onto Dalkeith road is already congested in the morning for local residents. Blackett Place allows those seeking access to Blackett Avenue an alternative arrangement at very busy times. Given that Blackett Avenue will become one way at the other end, it seems sensible to pick Option 1 over Option 2 or you're simply punishing residents on Blackett Avenue and neighbouring streets.	
47	Option 1	Just build the best option for everyone. You don't ask car drivers to choose	
50	Option 1	minimal vehicular use at present. not a problem that needs changed.	
51	Option 1	It ain't broke, this would also cause massive problems and jam more traffic down west preston st (which has a school in it!!)	
55	Option 1		
58	Option 1	I seldom drive through this junction but it can be useful for avoiding long, time-consuming diversions.	
63	Option 1	I use it regularly by car	
66	Option 1	Would be disruptive to traffic and residents in Blacket pl. It shouldn't be difficult for pedestrians and cyclists to handle that junction	
68	Option 1	As it's a relatively quiet street it would still make sense to allow vehicles and cyclists to go along the same road. Given that enough space can be made along the road in order for a car to take over and if not my selection would change to Option 2	
69	Option 1	Traveling around the city in a car has progressively become worse in Edinburgh with installation of bus lanes and cycle lanes	

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
73	Option 1	The junction Blacket Place/Dalkeith Road is a blind corner that has potential to be quite dangerous to cyclists. I think the motorists who need to access that neighborhood are well served by other possible routes.	From your response, we think you are actually in support of Option 2 – closing Blacket Place to vehicle access from Dalkeith Road.  Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.  Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.  Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.  Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.
74	Option 1	It's already one way. I can't see the expense of changing this providing a benefit that can be substantiated. The plans will also make our street a rat run (it's supposed to be a 20 residential zone and cars already use it as a short cut and do more than 40mph down it. Your proposal will make this worse.	
91	Option 1	Option 2 would lead to unacceptable traffic congestion	
92	Option 1	There is no other safe and practical way into Blacket from Dalkeith Road. The entrance via Blacket Ave is too narrow and therefore unsafe. Note that cyclists exiting Blacket Place onto Dalkeith Road currently hardly ever take heed of the traffic lights there. You must find a way to encourage them to press the button and then wait in the narrow cycle lane for the green light. Right now they wait in the middle of the road for a gap in the traffic, regardless of the lights - thus blocking the way in for vehicles turning from Dalkeith Road. It's essential you address this issue as part of your implementation.	
97	Option 1	it would ensure Blacket Avenue/Blacket Place/Dryden Place do not become a roundabout.	
101	Option 1	The city should not discriminate against automobiles so much	
102	Option 1		
106	Option 1	There is not a lot of vehicle traffic into Blacket Place and we don't want to make Blacket Avenue and Mayfield Terrace busier than they already are.	
107	Option 1	I don't see any reason to alter existing traffic movements.	
116	Option 1	It's fine the way it is!!	
118	Option 1		
120	Option 1	It works ok now.	
130	Option 1	Option 2 would mean spending money on an 'improvement' which make very little difference.	
132	Option 1	No problem the way it is and has been for many years!	
136	Option 1	See my comments above.	
137	Option 1	this change would be pretty useless waste of money as the place is already one of the safest in Edinburgh.	



Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
138	Option 1	Safety. See reasons outlined above	<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
2	Option 2	Blacket PI is already one way (except cycles) - except this is a relatively unsafe arrangement where cycles have to wait in the path of oncoming vehicles. It's a minor road to access low density residential, with a detour of only one block to avoid the proposed filter.	
3	Option 2		
4	Option 2	Its a tight junction, and also a bit of a rat-run - so close it to cars.	
5	Option 2	Quieter street; less surprises of cyclists coming out of blacket into traffic coming in from dalkeith road	
6	Option 2	It's quite clearly a pinch point, with potential danger for people passing through it mixing with cars. I also presume the residents will enjoy fewer cars using it as a through-way	
7	Option 2	The city should be reducing options for cars to rat-run through quiet streets, and providing continuous footways so that pedestrians are not endangered and inconvenienced by traffic using side-roads.	
8	Option 2		
9	Option 2	Option 1 risks conflict and would not increase cyclist and pedestrian safety significantly. Option 2 is better although the angle of the crossing point across Dalkeith Road is awkward and could lead to conflict between cyclists and pedestrians.	
11	Option 2	Only bikes would be much safer for cyclists, especially children going to and from school who may find it more difficult to spot vehicles turning in from dalkeith road who often drive very fast despite speed limits. There are also other easy vehicular access points in to these streets for residents.	
12	Option 2	More cycle and pedestrian friendly.	
15	Option 2		
16	Option 2		
18	Option 2		
19	Option 2	Less traffic means all ages can use	
25	Option 2	All these side roads are used as "rat runs". This junction should be blocked off if it is a route for cycling and walking. Blacket Avenue and Mayfield Terrace are easy to get to.	
26	Option 2	X	
27	Option 2		

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
28	Option 2	See previous answers.	<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p> <p>From your answer it appears that you are in support of Option 1 not 2, as option 1 keeps the road open.</p>
29	Option 2	Traffic coming out of Blacket place has a very restricted view and as such has to encroach past the pavement onto the cycle lane up Dalkeith rd proving a hazzard to pedestrians and cyclists in the vicinity. Also for cyclists entering Blacket place makes it less likely of collision with exiting traffic	
30	Option 2		
32	Option 2	If you are going to improve conditions for cyclists & pedestrians you need to reduce traffic.	
37	Option 2	More of the city centre should be fully pedestrian and cycle	
38	Option 2	Motor vehicles have to be considered you can't just close off roads you need to consider where that traffic is going to go. So unless you stop all traffic coming into the city it is pointless shutting roads.	
42	Option 2	Support traffic free areas on cycling routes as much as possible.	
43	Option 2	Cycling is much safer when there isn't the risk of traffic turning in to narrow sideroads such as Blacket Place. Rankeillor St is a good example of such an approach working and I would like to see it rolled out further.	
44	Option 2	If it's a 'Quiet Route' then minimising vehicle access is appropriate where possible.	
45	Option 2	Junction is extremely narrow and visibility very poor.	
48	Option 2		
49	Option 2	I do not see how it can be made safe for cyclists without blocking the entrance to cars. Also reducing rat running is an advantage	
53	Option 2	Less likely to result in confusion and possible accidents.	
56	Option 2		
57	Option 2	It is narrow entrance way at present and feels difficult to support both modes of traffic properly.	
59	Option 2		
60	Option 2	I don't see any advantage to Option 1 as the amount of local traffic must be tiny. Option 2 will help to reduce rat-running and make Blacket Place quieter for cyclists. I also don't see how Option 1 integrates with the forward stop area for cyclists coming up Dalkeith Road as traffic turning right into Blacket Place would have to cross this.	

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
61	Option 2		<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
64	Option 2	Makes more sense to stop cars cutting through that street as a short cut	
65	Option 2	Improved safety for cyclists, reduced rat running	
67	Option 2	Safer for local residents	
71	Option 2		
72	Option 2	This is by far the better option. Much safer for pedestrians and cyclists. Will be more of a pleasant safe space for everyone. This is kind of thing that should be expanded over the whole city to create a truly wonderful safe and easy routes for pedestrians and cyclists.	
75	Option 2	More quiet, traffic-free, pollution free routes required.	
76	Option 2	This road is narrow and drivers are often impatient if they feel they are 'stuck' behind cyclists	
77	Option 2	I don't drive but I do walk and cycle so, why would I want cars etc.?	
78	Option 2		
79	Option 2	This is where people cross Dalkeith Road and vehicles coming out of Blackett PI would make it less safe, as drivers will look to the right for traffic and not to the left where people are crossing. Residents of Blackett PI can easily Blakett Av.	
80	Option 2	Creates a safer route for walkers and cyclists. Prevents cars using Blacket place as a rat run, improving safety for residents.	
81	Option 2	narrow entrance unsighted	
82	Option 2	Option 2 preferable, but alignment of crossing into Blacket PI needs revised. Gate piers and pedestrian conflict would be an issue. Can space not be reclaimed from in front of Pollock Gates (which surely aren't both required?) to provide a straight crossing into Blacket PI?	
83	Option 2	B makes it easier and safer for cyclists to use this entrance to Blacket Place.	
84	Option 2	It quietens the road which would benefit cyclists, pedestrians and residents (by preventing rat running). Simplifies the layout, with no hazard of turning cars.	
85	Option 2	It is essential to allow disabled people, including wheelchair users, to enter Blacket Place. It seems impossible to achieve this without stopping up the street.	

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
86	Option 2	Exiting Blacket Place onto Dalkeith Road by cycle will be safer and easier; it also stops rat runners in Blacket Place. However, I'm assuming that it would still be possible to enter Blacket Avenue from Dalkeith Road, but this is not clear from the drawings. If it is *not* possible to enter from Dalkeith Road than I actually prefer Option 1, as entering Blacket from Dalkeith Road via Mayfield Terrace is very hard and will get harder if that is the only entrance.	<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
88	Option 2	This is option greatly improves pedestrian and cycle safety at minimal inconvenience for other road users.	
89	Option 2	For residents, there are other options to get onto Dalkeith Road. For cyclists it would make us feel considered!	
90	Option 2	Rat runs are dangerous and used by selfish drivers with no respect for appropriate speeds. Council should be doing more to tackle all rat runs.	
93	Option 2	Improve the experience for cyclists. (not a strongly held view)	
94	Option 2		
96	Option 2	This option prioritises walkers and cyclists at a relatively narrow junction and may help to reduce the number of "rat run" vehicles driving through Blacket Place.	
99	Option 2	It would reduce the risk of cars hitting pedestrians.	
100	Option 2	Dalkeith Road is usually busy and it can be alarming to meet exiting traffic from Blacket Place as one executes a quick right turn into Blacket Place from Dalkeith Road.	
103	Option 2	I would be delighted if Blacket Pl were closed to vehicles. I often encounter cars and vans rat-running towards me on this stretch, breaking the speed limit. As the street is made narrow by parked cars and the road surface is poor, it can be really unpleasant and feel threatening. Also, drivers seem not to be aware that bikes can exit onto Dalkeith Rd, and this possibly makes them feel justified in driving in a threatening way.	
109	Option 2	Limiting traffic into the Blacket area is important as the streets are not well placed for traffic, being narrow with very poor access/exiting sight lines.	
113	Option 2	Safer for cyclists	
114	Option 2	I refer to my previous comments on brevity	
115	Option 2	The first option has cyclists eastbound on Blacket Place meeting drivers head on at the junction. Whilst this is the current situation, the stop line for cyclists is on the wider portion of the carriageway. However, the first option removes the traffic lights for cyclists, so they would have to proceed into the narrow section whilst oncoming traffic could be entering Blacket Place (potentially at speed). The first option is therefore worse than the current situation. Preventing all motorised traffic (apart from emergency vehicles) is the	

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
		optimum solution, preventing rat running and protecting active travel. It also should permit safely retaining the (presumably) historic entry pillars.	
117	Option 2	I previously lived in Blacket Place and I think that this would work better for the area.	<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
119	Option 2	Blacket Place has a narrow entry and is currently not heavily used by cars. Sightlines are not very good at this junction. To lose this access would not be a big disadvantage to drivers and would be safer for other users.	
122	Option 2	With more cycling traffic expected, this narrow street will be better without vehicles.	
123	Option 2	There is alternative vehicle access to that area, so it is not necessary to retain it. Wherever possible, pedestrian and cycling access should take precedence, for safety, ease of use, and the diminution of pollution.	
125	Option 2	The benefits to all greatly outweigh the minor inconvenience to motorists	
126	Option 2	This is a nasty, narrow blind junction which I find quite dangerous.	
127	Option 2	There should be a segregated entrance for cyclists to ensure drivers are not in conflict with cyclists at this junction.	
128	Option 2	Anything that removes road space from motorised vehicles and gives it to active travel is good.	
129	Option 2	Simplifying the amount of traffic movements should make the junction safer. Filtered permeability will make the neighbourhood nice for walking and cycling, reducing motor vehicles and rat running.	
131	Option 2	Much safer for cyclists and not really inconvenient for local residents.	
133	Option 2	To make it safer and more pleasant for cyclists and pedestrians. Cars should be confined to major roads.	
134	Option 2	Seems much safer for both cyclists and walkers. Bad junction anyway having cars come out of the side road into the middle of the main junction.	
135	Option 2	Making it more convenient and safer for vulnerable road users encourages uptake of active travel and reduces congestion.	
139	Option 2		
141	Option 2	Safety for pedestrians & cyclists is improved. Rat running is prevented.	
142	Option 2	As Blacket Place motor vehicles can access the street via Blacket Ave, Option 2 would provide a safer access for foot and bike travel because often on shared narrow routes cars still expect priority.	
143	Option 2	I can't see any options in the attached pdf, the existing drawing looks identical to the proposal and there is no Option 2, :(	

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
144	Option 2	I'm not convinced that the proposed continuous footway in Option 1 is sufficient to avoid conflict between drivers, cyclists and pedestrians at the junction. It will still allow rat-running as noted. If there is still significant through traffic in Blacket Place then this narrow road isn't really a friendly part of the route.	<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
145	Option 2		
146	Option 2	Stone pillars at Blacket Place reduce visibility and space for movement. Removing vehicles would be safer.	
147	Option 2	The entrance/exit of Blacket Place is very narrow and is constrained by the historic sandstone gateposts. Option 1 requires cyclists exiting Blacket Place to share the very narrow pavement left of the gatepost, with virtually no visibility to passing pedestrians. This will cause regular minor crashes between pedestrians and cyclists and has the potential for a serious injury to result. Conflicts between pedestrians and cyclists do not need to be engineered into a scheme like this which seeks to make life easier for both groups. Stopping up the street will allow cyclist and pedestrian movements to be segregated at this blind spot. However, the shared use pavement proposed in Option 2 should be avoided, and instead the signalised crossing should be repositioned to allow cyclists to cross directly from Blacket Avenue rather than waiting on the narrow pavement. The design proposal refers to "potential rat running" in Blacket Avenue, but that is a red herring, there is virtually no rat running in Blacket Avenue, it is only used for local access, and residents driving cars will not be inconvenienced by the few extra seconds they need to drive via Blacket Avenue.	
148	Option 2		
13	Neither of these	No opinion.	
14	Neither of these	I can't find the design drawings to see either	
21	Neither of these	I mean "no strong preference for either", not "I disapprove of both".	
23	Neither of these	Think I answered this question first time round!	
33	Neither of these	Leave it how it is	
40	Neither of these	Yet again, spend money on education as opposed to punishing car drivers.	

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
46	Neither of these	There is a need for such a route, but this is a pathetic waste of money which will fail to achieve the desired out come. What is needed are direct convenient routes which will encourage people to switch to active travel, not an inconvenient longer routes which send people round the houses and which few will actually use.	<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
52	Neither of these	Don't make any changes!	
54	Neither of these	Vehicles still need access from both ends, long detour causing increased pollution	
62	Neither of these		
70	Neither of these	Another stupid traffic management scheme that wont work, the proof being all the other passed schemes that dont work.	
87	Neither of these	We live on Mayfield Terrace which is already used as a high speed rat run between Dalkeith Rd and Minto St. The consequence of Option 2 would be to exacerbate this problem and make Mayfield Terrace a high volume race track. It would also lead to serious congestion at the Dalkeith Rd end of MT as cars try to exit and enter against each other.	
95	Neither of these	I actually don't mind either of these options.	
98	Neither of these		
104	Neither of these	Option 2, without cyclists infringing on pedestrian pavements. You're making it more dangerous for pedestrians.	
105	Neither of these	I don't mind either Option 1 or 2	
108	Neither of these		
110	Neither of these	I feel all entrances and exits into Blacket Avenue, Blacket Place and Mayfield Terrace are all narrow and confined and all ca use motoring problems. Local traffic and traffic using the area for access is not a problem it is motorists using the area as a 'cross town traffic' route that is causing the problem. The difficulty in using East Mayfield with its restricted street width adds to the traffic accessing Blacket Avenue and Mayfield Terrace as an alternative route.	

Ref I.D.	Two options (1 or 2) are being suggested for the junction...	Could you briefly explain your view on the last question?	Council Response
111	Neither of these		<p>Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic.</p> <p>Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue.</p> <p>Considering the respondents living within 500m of the route, there was a slightly larger proportion favouring option 2, closing Blacket Place.</p> <p>Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.</p>
112	Neither of these	I do not believe there is a requirement to radically change existing road plans to accommodate cyclists who pay no road tax and I also do not believe that there is a significant demand for this route	
121	Neither of these	I don't have a strong opinion either way	
124	Neither of these	I would be happy with either. For this particular point the views of the residents of Blacket Place should be given added weight.	
140	Neither of these	These changes are not necessary. The current arrangements are satisfactory. I have not heard of any problems for either pedestrians or cyclists.	



## Online Survey – Support and Comments on the Proposed Scheme

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
3	Strongly support		
4	Strongly support	I'll leave the details to others. Perhaps the biggest single cycling community anywhere in Edinburgh is the Univ campus at Pollock Halls. Can we ensure that they can enter that campus easily and safely from both Holyrood Park Road and Dalkeith Road.	
12	Strongly support	Overall is likely to benefit the vulnerable road users, and reduce the motor traffic in the residential areas	
14	Strongly support	Keen cyclist that would regularly use this route.	
15	Strongly support		
16	Strongly support	Holyrood park is a Royal park, yet used as a traffic throughroad. It should be a pleasant space to walk and cycle through, yet it is a rat run. Part of this is down to historic Scotland, yet the council also needs to step up to make this a safer space for everyone. However, current cycle proposition will not be sufficient to meet demand - please consider making the two way cycle lane wider, or before you know it it will be clogged with transport cyclists	The cycleway meets the width requirements of the Edinburgh Street Design Guidance.
17	Strongly support		
18	Strongly support		
19	Strongly support		
26	Strongly support	X	
28	Strongly support	I hope that this proposal will be echoed on the other side of the park, at the Willowbrae/Meadowbank entrance. Northfield and Willowbrae Council have put forward designs for cycle-friendly schemes, that have yet to be funded. Also, with connectivity in mind, Historic Scotland should be advised by the council re improvements within Holyrood Park.	The Council is also developing a separate scheme with Historic Environment Scotland to improve active travel access into and through the park.
29	Strongly support	It seems a logical route for cycles to travel through nice quiet roads with least disturbance to traffic. Additional road crossing support is badly needed crossing Minto street	

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
30	Strongly support		
37	Strongly support		
42	Strongly support		
45	Strongly support	I cycle this route very regularly a) to go to the swimming pool and b) work- showing foreign visitors our beautiful park, parliament etc	
47	Strongly support		
48	Strongly support		
49	Strongly support		
53	Strongly support		
57	Strongly support		
60	Strongly support	The cycle crossing over Minto Street will be the biggest single improvement to safety in this, but the whole design looks good.	
72	Strongly support	It looks good to me. Please do it.	
75	Strongly support		
77	Strongly support	No	
81	Strongly support	segregated cycleway should be the norm	

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
83	Strongly support	The proposal would provide a safer and easier route between East Parkside and Ratcliffe Terrace than at present, particularly by providing cycle crossings of Holyrood Park Road and Minto Street, and allowing west-bound cyclists to use Duncan Street. It would also reduce rat-running in Duncan Street. Unfortunately the proposed change in junction priority where Duncan Street crosses Gray Street would encourage more rat-running in South Gray Street and Upper Gray Street. A raised table at this junction showing no priority may be helpful.	We will consider ways to reduce potential traffic speeds along South and Upper Gray Streets and particularly at the junction you have highlighted
84	Strongly support	I would argue there is still surplus width provided for vehicular traffic on the north side of Holyrood park road, at the end near dalkeith road which could be tapped into for widening pavements further, out beautifying the street as a more pleasant access to Holyrood park. I would also love to see the proposed route extended south to service pfeffermill playing fields, Cameron Toll and inch park.	We will consider altering the design to include footway improvements and carriageway narrowing on the north side of Holyrood Park Road. Extending the route to Cameron Toll is beyond the current scope and budget of the project.
88	Strongly support	Although I strongly support the designs in general, I am disappointed that there isn't a direct connection to the existing cyclepaths within Holyrood Park at the end of Holyrood Park Road. There is a shared use path that begins just within the park boundary not more than 20m from where the proposed segregated lane is to end, it would be a shame if differences in governance between the park and the council prevented these paths from being connected. I'm very encouraged by the number of junctions which are being upgrade to 'continuous footways', but I want to ensure that they are designed in such a manner that vehicles must give way to pedestrians in all situations. For example, the continuous footway along Causewayside across Duncan Street does not have give way markings to indicate that vehicles are legally required to give pedestrians priority. Without legal pedestrian priority, it is highly unlikely these upgrades will improve the walking environment.	The Council is also developing a separate scheme with Historic Environment Scotland to improve active travel access into and through the park. It is planned that these two schemes would link up. Expert findings from where continuous footways have been recently implemented in the UK suggests that unless there is high number of pedestrians compared to vehicles and/or a segregated cycleway, then continuous footways may not be appropriate. Based on this we considering only retaining continuous footways at certain locations (see section 7.1)
89	Strongly support	Parked cars are always a worry, and parked cars in cycle lanes throughout the city a major cause of frustration. Residential parking is quite heavy within this route. The crossing of Minto St is always difficult, but combined with the pedestrian crossing, it could work.	
90	Strongly support	I strongly support the building more segregated cycleways.	
93	Strongly support	I strongly support the proposed changes on Duncan St. The reversed traffic flow on the eastern section of Duncan St would make it much safer for cyclists and residents and would stop Duncan St being a fast one-way rat run for motor vehicles. Long overdue.	
96	Strongly support	Quiet Routes are key in encouraging people to walk and cycle around the city. Walking and cycling are good for health, reduce pollution and congestion and help to reduce carbon emissions.	

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99	Strongly support	The route as it currently is presents a strong barrier to getting people using active travel to get across town.	
103	Strongly support	If I'm reading the maps correctly, the segregated bike lane will mean I no longer have the horrible right turn from Pollock across 2 lanes of traffic to get onto Holyrood Park Rd and so into the Park. This would transform one of the most intimidating sections of my commute, especially on dark winter evenings. I've had several near misses with traffic leaving the Scottish Widows car park, when drivers don't check for oncoming traffic. Another great improvement would be changing the flow of traffic at Duncan St. Currently I have to endure the wrath of drivers exiting Duncan St who object to me turning right from Minto St into Blacket Ave before they do. I often feel I'm being hunted down, especially by van drivers.	
113	Strongly support	Opens up Duncan Street route East-West	
115	Strongly support	The two way segregated cycle way along Holyrood Park Road is great. This stretch is particularly hostile to cycle up with through traffic from the park keen to make progress over, through or past cyclists, with drivers often considering it necessary to "punish" cyclists for delaying them by seconds... Consideration needs to be made for cyclists who wish to turn right towards the city centre at the junction with Dalkeith Road. The inclusive of the toucan crossing to allow cyclists to turn left into Holyrood Park Road from Dalkeith Road will be useful for students returning to Pollock, allowing them to join the proposed cycleway. The gap in the segregation for cyclists rejoining Dalkeith Road (presumably to go along Salisbury Road) may not be very helpful - there are few phases of the traffic signals that give a clear gap for rejoining the carriageway. As I recall, when the left turning traffic from Holyrood Park Road is stopped, southbound traffic is flowing along Dalkeith Road and vice versa - there is no phase where both flows are stopped (due to the left filter). The change in priority at the junction of Blacket Avenue and Blacket Place may also assist with the discouragement of rat running - the revised surface is also welcome as the existing surface is very poor for cycling (particularly when under pressure by following drivers). Moving the pedestrian crossing will encourage compliance with the "no right turn" northbound on Minto Street. Will there be a "no right turn" into Duncan Street from southbound Minto Street? There is a risk that the contraflow cyclists will be crossing the path of incoming drivers, and if they are turning right to catch the red pedestrian crossing this could be at speed, and potentially on the wrong side of Minto Street (cf right turning traffic into West Crosscauseway when there is a queue of traffic stopped at the crossing). A "no right turn" might alleviate this risk, meaning that only left turning drivers could enter Duncan Street and thus contraflow cyclists would be more naturally in their sightlines. Both sides of Duncan Street are parked up evenings and weekends so, although there is a discontinuous cycle lane marked, it is more likely that cyclists and drivers will both be in the middle of the road. Drivers will tend to assert their right to the road through being bigger and heavier... As such, increased parking restrictions should be considered, particularly to keep the entrance to the street from being parked up. The change to priorities on Upper Gray Street/South Gray Street may help to reduce closing speeds, as may raising to footway level at the entrances. This should also be done at the entrance of Duncan Street at Causewayside as	<p>Cyclists wanting to turn right towards the city centre at the Dalkeith Road/Holyrood Park Road Junction or accessing Salisbury Road can exit the cycleway at the advanced stop line to join the road.</p> <p>We are not intending to ban the right turn from Minto Street to Duncan Street. Whilst we note your concern about this manoeuvre, we believe the raised table will slow vehicles and that the relatively low levels of traffic mean that this risk is not significant. Banning the right turn would add further pressure an inconvenience for local residents on this and neighbouring streets.</p> <p>We will consider traffic calming measures on South and Upper Gray Streets.</p>

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		this is another side street that is entered at speed (particularly by drivers turning right in gaps in the traffic). There seems to be little else changed on Upper/South Gray Street, West Mayfield or Blacket Place, so perhaps the ambition on these has been lacking (presumably to protect parking spaces). As a family cycling up South Gray Street, we have had southbound drivers approach us on the wrong side of the road (due to parked cars), expecting us to get out of their way. Beyond removing parking to make it easier to pass safely, such drivers may be beyond engineering interventions...	
119	Strongly support	There has long been a need to revise the layout of this road - it is extremely wide with plenty of space to accommodate users other than drivers. I have crossed this road with my children frequently for the last 15 years and it has always been very dangerous and I have had to curtail my children's unaccompanied access to Holyrood Park as a result.	
123	Strongly support		
124	Strongly support	As previously said, the benefit will be felt by many new students who currently would not know to have a voice.	
128	Strongly support	Segregated cycle lanes - excellent!	
129	Strongly support		
133	Strongly support		
135	Strongly support	Making it more convenient and safer for vulnerable road users encourages uptake of active travel and reduces congestion.	
141	Strongly support	Further improvements: 1. In general, for all cycle route designs proposed by CEC/Aecom, there is an over-reliance on 2-way cycleways on one side of the road. Experience from around the world shows this is bad practice except in very limited circumstances e.g. when there are no side roads over a very long distance. The cycle route should instead be designed as one-way segregated cycleways on each side of the road. This makes access/exit much easier and avoids confusion at junctions (how many car drivers are going to expect to give way to cyclists travelling in the opposite direction?) 2. The cycleway is of substandard width. 3.0m is the recommended width and this is what should be designed. If necessary, remove a traffic lane, there are still plenty. 3. Making Blacket Ave. / Duncan St one way is likely to increase vehicle speeds (as vehicles will not expect to meet anything coming the other way, they will charge through). Measures must be taken to mitigate against increased vehicle speeds e.g. sinusoidal speed humps. 4. For all the toucan traffic lights proposed, the timing must be made instantaneously	1&2. Two-way segregated cycleways of the width indicated are within the standards of the Edinburgh Street Design Guidance. 3. Raised tables are included at either end of this short section of street 4. We shall make the response time of the crossings as quick as possible within the other constraints such as not delaying bus services.

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		responsive for pedestrians/cyclists and not subservient to the junctions or motor vehicles. Otherwise the attractiveness of the route will be lost and cyclists will simply use the road instead.	
142	Strongly support	This would widen the network of safe routes , encourage more active travel and reduce short car journeys for those who feel threatened by fast heavy traffic at busy times, eg students at Pollock Halls and school pupils. Such short, lateral journeys are often not well served by buses despite the excellence of the Edinburgh bus company	
143	Strongly support	dedicated cycle lanes excellent!	
146	Strongly support		
148	Strongly support		
5	Strongly support	used regularly	
27	Strongly support		
76	Strongly support		
121	Strongly support	I think the proposed changes lead to a much more balanced traffic situation which doesn't just serve the interests of car drivers, but of all road users	
144	Strongly support	The south side of Edinburgh is lacking in good cycle routes compared to the North Edinburgh Path Network. There are the Meadows, Holyrood Park and the canal out to the west, but unless these routes are connected to other places then they don't really encourage people to in the city. The roads in this part of town are very busy, particularly at typical commuting times, and there are significant hills, so cyclists may be moving slowly at some points.	
11	Strongly support	Edinburgh needs more segregated safe cycle ways like this	
1	Support	There are quite a lot of turns, with a number being right turns. I try to choose a route which has a few right turns as possible.	

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2	Support	I support the scheme in the sense I support improvements everywhere and it is better than nothing, but it suffers the same flaws of most AECOM designed quietroute interventions. The toucan crossings fail to take into account the swept path of anything but a standard bicycle. Just as on Meadows-Holyrood at Rankellor St / Pleasance and the end of the meadows, the rider of a tandem, a bicycle with a trailer, a cargo bike or a recumbent will struggle to get their cycle around these junctions without using most or all of the pedestrian space. The junction at Blackett Place should use Option 2, but with angles redesigned to be like the Rankellor St / Gifford Pk junction. Agreement should be sought from Edinburgh Uni, whose entrance to Pollock Halls at this point is permanently locked to vehicular traffic, to create a waiting area for cycles segregated from pedestrians. Loops should be installed to detect riders in advance of all junctions. In summary, I believe this scheme is treating cyclists as pedestrians and not vehicles and will as a result create a low quality experience for both cyclists and pedestrians whom are forced together.	Junctions have been designed so that they are accessible by cyclists with trailers. We will check whether tandems can make the manoeuvres. Due to the position of historic pillars at Blacket Place/Dalkeith Road, the angles of junction are quite restricted, however we have tried to optimise these as much as possible. The University have been closely consulted in regard to the scheme and require the current layout and position of their gates to remain.
7	Support	I support the general aim of this. I am not sure the route will be easily navigable, especially to people new to the area. For example will cyclists actually choose to navigate from Dalkeith road through Blacket Place, Blacket Avenue (remembering to turn off), Duncan Street (via an offset crossing); rather than just using E and W Mayfield or Salisbury Rd and Pl. that make straighter lines. Have you considered other routes (e.g. contraflow on Salisbury Rd.)?	We shall supplement the route with signs to guide users, this is undertaken at the detailed design stage.
9	Support	The current design is not optimal. Vehicles should be prohibited from making a right turn when exiting the Scottish Widows building car park closest to East Parkside. Cyclists have been put at serious risk from drivers doing so without due care and attention. The end of the cycleway at the entrance to Holyrood Park puts cyclists heading east in direct conflict with vehicles exiting the park: this is dangerous. The kinks to the proposed cycleway at the entrances/exits to Pollock Halls and Commonwealth Pool is suboptimal. This design is likely to put cyclists in direct conflict with queuing vehicles. The cycleway should be straightened and the give way markings for vehicles should be behind the cycleway only, preventing vehicles blocking the path if queuing to exit.	We do not believe banning the right turn from Scottish Widows as required and would put additional pressures on other parts of the road network. Cyclists can choose to use the cycleway instead which negates this issue, though it may be less direct for some users. The Council is also developing a separate scheme with Historic Environment Scotland in Holyrood Park to improve active travel access into and through the park. It is planned that these two schemes would link up at Holyrood Park so that the cycleway would not stop the eastern entrance to Holyrood Park. The 'kinks' follow best practice set out in the Edinburgh Street Design Guidance, to ensure safety of cyclists and pedestrians when approaching junctions.
43	Support	It looks good as far as I can tell. I am wary of short stretches of segregated bike lanes because it is often easier to stay on the road so they don't get used very much (e.g. the stretch from Gifford Park to North Meadow Walk), but they're certainly preferable to the current situation.	

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44	Support	Segregated cycle routes should continue across the stop lines of side roads rather than detour inside these. The proposed approach provides a less direct route for cyclists (which will lead to some cyclists avoiding use of the segregated facilities) and may lead to routes being blocked by vehicles queueing at junctions.	The 'detours' follow best practice set out in the Edinburgh Street Design Guidance, to ensure the safety of cyclists and pedestrians when approaching junctions.
59	Support		
65	Support	My major concern is the change for Duncan St and South/Upper Gray St junction - by allowing vehicles to run unimpeded along the entire length of South/Upper Gray St I expect an increase in vehicle numbers and speed, as this rat run will be enhanced by the removal of the enforced stop. Cyclists and walkers will be disadvantaged and put off by this increased traffic. Instead I suggest measures to reduce traffic flow along South and Upper Gray St by e.g. one way traffic, chicanes, raised table junctions, and to prioritise cycle traffic.	We will look to address the potential for rat running along Upper and South Gray Streets.
67	Support	Safety for all	
73	Support	I would much prefer routes that are straighter - e.g. Grange Road. Separated cycle routes would keep cyclists away from traffic. As a cyclist, I dislike being shunted 'round the back' - routes that turn corners every twenty metres. I also think a high proportion of cyclists will stay on the direct (traffic heavy) routes - the council should be working to make these routes safer.	Considering alternative route analysis, we believe the route provides as direct a link to the key destinations (King's Buildings, Pollock Halls, Holyrood Park and the Commonwealth Pool) as other alternatives and avoids large junctions, which tend to cause delays. As such we believe it will be well used, particularly by students and residents.
79	Support	The overall design is good, but I noticed a few details that I would suggest for consideration: - Holyrood Pk Rd westbound: Is it necessary to retain two lanes of motor traffic? There's never so much traffic and it would be better to widen the pavements more as there can be a lot of pedestrians from Pollock Halls - DR/HPR junction: Can the path be continued north along DR to the next traffic lights, so that cyclists going north can cross and then join DR on the correct side? At least there should be a waiting area for northbound cyclists who want to cross HPR here at the toucan. It's very good that you included a gap for southbound cyclists, but it's not clear how northbound cyclists should proceed (many will continue on the pavement there). It should also be future-proof so that it will be easy to continue the path along DR to link up with the existing one in St Leonards St, as many will not want to do the Hermit's croft detour. - low-level cycling lights at DR/HPR junction: Please give them a different phase than the motor traffic lights, so that cyclists are only stopped when the pedestrian lights are green but can go around the corner even when motor traffic is stopped (the only conflict here is with pedestrians, as the path doesn't cross the carriageway). - the floating bus stop in DR is very good - south end of DR: It's not clear to me how easy it will be for cyclists to continue southwards along DR. With the pavement buildout it should be easy to have a straight connection to the bus lane. - Blacket Rd/Av: I don't know how the surface is, I remember it being quite bumpy, and residential streets in Edinburgh are generally rally bad. If so, it should be resurfaced (not like Rankeillor Str further north which is terrible) - raised table at Blacket Rd/Av: I'm worried about the "cycle	The traffic modelling indicates that retaining two queuing lanes is required to avoid significantly delaying the junction which could have knock impacts on bus services. We will consider, as a future project, providing a cycle link north along Dalkeith Road and linking up with the segregated cycleway at St Leonards, however this may be beyond current available budgets. At the junction of Dalkeith Road and Holyrood Park Road, the signals will only stop cyclists when the pedestrian phase is at green. Dropped kerbs will be provided to permit cyclists to continue into the southbound bus lane on Dalkeith Road. We will consider whether any patching or surfacing work is required on the route through the Blackets area.



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		friendly cobbles". They might be cycle friendly when laid, but all these raised tables that I know get very bumpy after a few years once vans have driven over them. I think it generally a very bad idea to install raised tables, speed bumps and other obstacles, as they are painful for people with arthritis. If vehicles speeds have to be controlled, then pavement buildouts are much better. - one-way Blacket Av and Duncan St is a good idea and will help to discourage use as a rat run. It's great that cycle contraflows are introduced more and more, so drivers will also become aware of them. - crossing at Minto St looks good. The continuous footway is great and will discourage use of Blacket Av as rat run. - raised table in West Mayfield: Raised tables tend to become quite bumpy (see above), but perhaps at this location it's the best one can do to control vehicle speeds.	We consider that raised tables at key junctions are required to control traffic speeds. Correctly laid, flat top, setts with strong foundations should remain as a quality cyclable friendly surface for many years. Expert findings from where continuous footways have been recently implemented in the UK suggests that unless there is high number of pedestrians compared to vehicles and/or a segregated cycleway, then continuous footways may not be appropriate. Based on this we considering only retaining continuous footways at certain locations (see section 7.1)
80	Support	I am in favour of improving cycle and walking routes and trying to encourage active and low carbon transport. I have a concern regarding the change in pavement use outside the Royal Commonwealth Pool. This is an area of high foot traffic, with people multiple road crossings and people walking across the area to get to the Pool and along Dalkeith Road. There are also many children and families who use this pavement. I am concerned that the proposed use of the pavement for the cycle path may cause issues with pedestrians trying to cross at traffic lights, and children's unpredictable movements impacting on the cycle path. The relocation of the bus lanes and bus stops may also cause a vehicle bottle neck, as Dalkeith Road is already subject to traffic back logs during peak times.	The footway alongside the Royal Commonwealth Pool will actually be made wider as part of the scheme and will be kerb separated from the cycleway. As such the pedestrian experience should, in general, be improved as part of the scheme. The removal of the bus layby has been consulted on with the public transport representatives and is not expected to cause any significant impacts on traffic flows. Changes to this junction have been carefully modelled and we do not expect significant impacts on traffic flows due the changes we are proposing.
82	Support	Support the design but aforementioned crossing into Blacket PI needs revised. The 'northern' gate of Pollock Halls facing onto Dalkeith Rd could be converted to cyclist use only and a straight crossing provided over into Blacket PI.	Access to the Northern Gate has an explored but is not possible due to operational needs of the University.
117	Support	It's a route I regularly walk and cycle and this would assist me in avoiding traffic by using Gray's Loan by bike.	
125	Support	The proposals are important as they help connect a busy neighbourhood to Holyrood Park - an important recreational space for lots of activities and people of all ages, and an important part of the cycle network around Edinburgh.	
127	Support	There is space for segregated cycling on both sides of the major road, which would remove the need for repeated dangerous crossings.	
145	Support	Some reservations and suggested improvements as per Spokes response.	

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147	Support	<p>The proposed design will make significant improvements to journeys by bicycle, but it leaves a few issues unaddressed and there are some changes which would improve it. The proposed design makes virtually no improvements for pedestrians. There are a number of ways it could be changed to dramatically improve this route for pedestrians. I am very happy to discuss these comments and suggestions in more detail and I can be contacted on &lt;email address&gt;. Issues with this scheme:</p> <ul style="list-style-type: none"> <li>• The eastern tie-in of the 2-way segregated cycleway at the entrance to Holyrood Park is a poor design which forces eastbound cyclists to stop at a location with poor sightlines, wait for a gap in oncoming traffic leaving the park and a simultaneous gap in traffic entering the park before merging into eastbound traffic. Alternatively, eastbound cyclists may choose to use the proposed new crossing then enter the carriageway: the plans do not specify what type of crossing is proposed, but it looks most like a push-button toucan crossing. Therefore both options will result in a delay for eastbound cyclists.</li> <li>• There are still 2 lanes for traffic the full length of Holyrood Park Road for traffic exiting Holyrood Park, this high capacity will do nothing to reduce the excessive numbers of vehicles travelling through the park.</li> <li>• Retention of the large layby outside Scottish Widows will encourage high vehicle speed</li> <li>• Possible conflict between pedestrians and cyclists on the proposed shared use pavement at the entrance to East Parkside.</li> <li>• There are still 2 lanes for traffic the full length of Holyrood Park Road for traffic exiting Holyrood Park, this high capacity will do nothing to reduce the excessive numbers of vehicles travelling through the park.</li> <li>• Possible conflict between pedestrians and cyclists on the proposed shared use pavement at the corner of Holyrood Park Road and Dalkeith Road</li> <li>• Bus layby outside Commonwealth Pool lost: this means non-stopping buses, and cyclists in the carriageway, will have to merge out into the general traffic lane to pass stopped buses. This is a major bus stop and some buses currently wait for their timetable here so it is a significant issue.</li> <li>• Most of the northbound right-turning filter lane from Dalkeith Road for Holyrood Park Road retained, this will continue to encourage car drivers to go through Holyrood Park.</li> <li>• Conflict between pedestrians and cyclists on shared use pavement at both sides of the proposed crossing of Dalkeith Road</li> <li>• No priority given to westbound cyclists turning right from Blacket Place into Blacket Avenue</li> <li>• Conflict between westbound cyclists and cars at the west end of Blacket Avenue, this is an extremely narrow section of road. Off-peak parking, and loading at any time, is to be permitted on the south edge of the west end of Blacket Avenue, despite this being a cycle contraflow. Parked vehicles will force cyclists to veer out into oncoming traffic, many drivers do not expect to see contraflowing cyclists and this will likely cause collisions. The contraflow is not marked other than by signs at the start.</li> <li>• Conflict between cyclists and pedestrians on the shared use pavements on both sides of Minto Street.</li> </ul>	<ul style="list-style-type: none"> <li>• We consider the wider footways, such as along Holyrood Park Road, raised tables new and aligned crossings to all be significant benefits for walking.</li> <li>• The cycleway is intended to link up with paths in Holyrood park that are being developed as part of a separate project. If the projects are delivered at separate times then we would curtail the northbound cycleway at the crossing to East Parkside.</li> <li>• We will consider reducing the width of the layby to help narrow the feeling of vehicle space at this location.</li> <li>• Based on traffic modelling, reducing these vehicle lanes would cause significant delays at this junction which are beyond what the Council currently considers to be reasonable when considering issues of air pollution and access to the University and swimming pool.</li> <li>• At all the locations you have indicated, we consider that there is sufficient width at the junction for a shared use to be safely achieved.</li> <li>• We have consulted with our traffic systems team and public transport represents as well as undertaken full traffic modelling. Based on this we do not think the changes will have significant impacts on bus services. For cyclists wishing to use carriageway there may be some inconvenience, however we consider that overall the benefits of the scheme for cyclists out-weigh this impact.</li> <li>• Influencing traffic routing through the park is not a key objective of this scheme.</li> <li>• Blacket Place/Ave are quiet streets and we do not consider that further cycle priority is required.</li> <li>• We do not think that further parking restrictions are required along Blacket Avenue</li> </ul>

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		<ul style="list-style-type: none"> <li>• Conflict between cyclists exiting Duncan Street and oncoming vehicles which will be one-way and therefore feel they have priority. The design expects cyclists to cross over to the shared-use pavement and crossing on the right hand side of this road but sightlines are limited and drivers will move quickly when they get a gap in traffic to turn into Duncan Street.</li> <li>• Inconvenience to cyclists travelling east/west at the junction of Duncan Street and Gray Street. The justification for changing the priorities at this junction is to reduce vehicle speeds, however, it will actually serve to increase vehicle speeds in Gray Street/South Gray Street, these are the vehicles whose drivers will not be able to see cyclists in Duncan Street so cyclists will need to stop at this junction. If the priorities are left as they are, cyclists going east/west will have priority and will not need to stop, but all drivers of vehicles will need to give way: vehicles from Gray Street and South Gray Street will need to give way at present, and drivers from either side of Duncan Street will need to give way as they will be required to turn into Gray Street or South Gray Street.</li> <li>• Parking is to be retained on the south side of the west half of Duncan Street, despite this being converted to a westbound cycle contraflow in a street for eastbound vehicles only. Cyclists will have to swerve around parked vehicles into oncoming vehicles whose drivers may not be expecting contraflowing cyclists.</li> <li>• No protection for cyclists waiting to turn out of Duncan Street right into Causewayside. Vehicles often cut this corner as it is and will remain a one way street.</li> </ul> <p>I recommend these further improvements which together will address all of the issues I have identified.</p> <ul style="list-style-type: none"> <li>• Holyrood Park's primary purpose is for recreation, and while I would prefer the park to be closed altogether to through vehicle traffic, I accept that this is a radical move and for now I suggest that active travel should simply be prioritised over vehicular traffic.</li> <li>• Change the proposed toucan crossing of Holyrood Park Road to a design which prioritises crossing pedestrians and cyclists over vehicles. A 'zebra' crossing would work for pedestrians but I believe there is no legal equivalent for cyclists yet: so full 'give way' markings would be required. The pedestrian and cycle crossings should be segregated from each other: the cycle crossing should be positioned to make as smooth and direct a route as possible between East Parkside and the segregated cycleway.</li> <li>• Large pavement extension along the full length of the north side of Holyrood Park Road, bringing the pavement to at least 5m width and 10m where possible.</li> <li>• Completely remove traffic islands from centre of Holyrood Park Road and add the space to the pavements instead, especially the north pavement.</li> <li>• Reduce the length of the two-lane westbound section of Holyrood Park Road: this will increase delays for motorists exiting Holyrood Park and encourage them to consider other means of travel, while allowing significant increase in the amount of space allocated to pedestrians and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>• At the Minto Street/Blacket Avenue crossing we will consider design alterations to separate cyclists and pedestrians and minimise potential for conflicts between cyclists and pedestrians.</li> <li>• The entry point to the shared use footway is set back roughly 10m from the junction entry and the vehicles speed will be reduced by the raised table. We think this provides sufficient distance and sightlines from the junction and reduce traffic speed for a safe cycle manoeuvres to the shared use footway.</li> <li>• We will consider ways to reduce traffic speeds on South/Upper Streets as well.</li> <li>• We consider there to be sufficient space for parking and cycle contra flow on this street as it is a low traffic road. Further there is no off-street parking alternatives for residents.</li> <li>• We will consider adding a build out for cyclists to wait on at the west end of Duncan Street, this is supplemented by the raised table. There is also a D-island refuge crossing immediately north of Duncan Street, on Causewayside which cyclists can wait behind whilst looking for a gap to the northbound traffic.</li> </ul> <p>Responses to your suggested improvements:</p> <ul style="list-style-type: none"> <li>• See comments above regarding plans for Holyrood Park improvements.</li> <li>• Due to the width of the road and traffic flows compared to pedestrians/cyclists, we do not consider a zebra crossing to be appropriate.</li> <li>• Informal parking at weekends to access that pool and park is well used and we do not consider the footway to have high enough footfall to require the widths you have indicated.</li> </ul>

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
		<ul style="list-style-type: none"> <li>• I recognise that large-scale improvements to this junction are out of scope of this scheme and I hope that it will be addressed as part of a future Holyrood Park to Meadows scheme.</li> <li>• Reinstate a continuous southbound bus lane outside the repositioned bus stop, in the space currently occupied by the northbound right-turning filter lane outside the Salisbury Arms. Removal of this filter lane will also help to reduce levels of traffic accessing Holyrood Park.</li> <li>• Stop up Blacket Place, and reposition the proposed crossing such that cyclists exiting Blacket Place wait inside Blacket Place rather than on the pavement.</li> <li>• Add Give Way markings in Blacket Avenue at the junction of Blacket Place so that cyclists have priority.</li> <li>• Add a painted mandatory westbound contraflow cycle lane, meeting specified widths, on the south side of the full length of the western part of Blacket Avenue, reinforced by a complete prohibition of parking and loading at all times. If the painted lane proves to be ineffective this may need to be physically segregated in future with bollards or similar, or this very narrow roadway closed altogether to vehicles except cycles.</li> <li>• Add pavement buildouts so that the segregated cycleway can continue directly across this crossing, without waiting cyclists blocking the pavement.</li> <li>• Move all parking and loading in western half of Duncan Street the to the north side of the street. Add a painted mandatory westbound contraflow cycle lane, meeting specified widths, on the south side of the full length of the western half of Duncan Street, reinforced by a complete prohibition of parking and loading at all times. If the painted lane proves to be ineffective this may need to be physically segregated in future with bollards or similar.</li> <li>• Retain the existing priorities at the junction of Duncan Street and Gray Street. Cyclists going east/west will have priority and will not need to stop, but all drivers of vehicles will need to give way: vehicles from Gray Street and South Gray Street will need to give way at present, and drivers from either side of Duncan Street will need to give way as they will be required to turn into Gray Street or South Gray Street.</li> <li>• Add a protective island and bollard to protect the end of the contraflow at the west end of Duncan Street. This needs to be wide and long enough to allow several right-turning cyclists to wait in a protected location while left-turning cyclists should be free to turn left.</li> <li>• While outside the scope of this scheme, hopefully a future scheme will provide proper pedestrian and cycling improvements along Causewayside and Ratcliffe Terrace.</li> </ul>	<ul style="list-style-type: none"> <li>• The traffic island permit turns which, if removed, would likely have significant impacts on traffic flows at the junction and which would, in turn, impact bus services.</li> <li>• See above comment on retaining two queuing lanes on Holyrood Park Road.</li> <li>• See above comment on bus layby removal</li> <li>• Based on the consultation feedback, we are planning to close Blacket Place. Overall, we do not think it advantageous to keep cyclists waiting on the western side of the pillars at entrance to Blacket Place. This set up would require retaining signals on the west side of the pillar which is out of character with the conservation area status. Further, we believe that giving cyclists a green light to cross the road and footway from behind the pillar, when they have very obstructed sightlines, is more dangerous than allowing them to proceed with caution around the pillar in their own time. This means they should proceed with awareness that they could encounter other users rather than the potential presumption, under a green light, that they have priority.</li> <li>• We do not think Blacket Avenue is sufficiently busy to require the changes you have outlined.</li> <li>• See comments above on what we consider necessary on the west end of Duncan Street and Upper/South Gray Streets</li> <li>• We note your feedback about the need for further cycle infrastructure along Ratcliff Terrace/Causewayside.</li> </ul>
8	Support	I support the idea of the scheme but want more ambition with a greater amount of the area to have segregated cycle paths to encourage vastly more journeys.	We consider that the amount of segregation is appropriate to type of roads within the scheme.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
22	Support	The proposed ramps from the raised walkway across the East Parkside exit should be extended to the left ( towards Holyrood Park) to allow smooth vehicular egress. As proposed, vehicles waiting to exit EP will prevent the entry of larger vehicles from the westbound side of Holyrood Park Rd.	We have tightened this entranceway to help pedestrian to cross it safely. We do not consider that the frequency of a vehicles turning out and a very large vehicle turning in is sufficiently high to require altering the design and thereby reducing pedestrian safety and convenience. Further, we consider that vehicle flows out of East Parkside are sufficiently low that a large vehicle can wait on Holyrood Park Road for the junction to clear without causing significant traffic delays.
25	Support	It's a pity the segregated cycle route cannot run along Preston Street and Newington Road.	We note your comment, this is beyond the current scope of the project.
38	Support	Again not at the expense of the pedestrian or public transport i.e. how long are buses going to be held up in traffic.	We have consulted with our traffic systems team and public transport represents, as well as undertaken full traffic modelling. Based on this we do not think the changes will have significant impacts on bus services.
41	Support	Contingent on maintaining access to Blackett Place.	Considering all the responses to this consultation's survey there is a majority support for closing Blacket Place to vehicle traffic. Considering only the responses from people who do not identify as cycling regularly, there remains a majority of support for closing Blacket Avenue. Considering only responses from people living in the local area (500m of the proposed route), there is a more even split between the different options, however support for closing Blacket Avenue has the largest proportion. Based on this feedback, we are proposing to take forward the option to close Blacket Avenue.
56	Support		
61	Support	See previous comment about increased traffic on Upper/South Gray Street In addition, the north side of Duncan street - at least the narrow eastern half would need to have double yellow markings to stop parking. The road is already narrow, and used by trucks delivering drinks to the Unionist club on Duncan Street and exiting the back of the timber yard on South Gray Street. The	We will consider ways to reduce traffic speeds on South/Upper Streets.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
		increased flow of bicycles in both directions will be dangerous if the road is narrowed by parking of cars on the north side at weekends and evenings	
68	Support	It's just really nice	
92	Support	It's ok provided you address the issue I mentioned in my previous comment. It would help if the Police enforced the rules of the road.	Along the vast majority of the route cyclists are not sharing footways with pedestrians. Where they are, at some junctions, signs shall be included to encourage considerate behaviour by all users.
94	Support		
95	Support	I support the general idea. If Duncan Street becomes eastbound, I would like to be able to turn right on Minto Street (when travelling along from the south) into Blacket Avenue. At the moment there is no right turn here but if Duncan Street becomes eastbound, it gives an entrance to the Blacket area (where I live) when travelling south to north.	We have considered permitting the right turn from Minto Street into Blacket Avenue, however we feel this would encourage rat running along Blacket Avenue, which would be detrimental to residents, the nursery and cyclists using the route. Alternative access is possible from the south via Dalkeith Road.
97	Support	It is essential that vehicles can turn right into Blacket Avenue from Minto Street (currently forbidden) if Duncan Street is to become east- and not westbound at Minto Street.	We have considered permitting the right turn from Minto Street into Blacket Avenue, however we feel this would encourage rat running along Blacket Avenue, which would be detrimental to residents, the nursery and cyclists using the route. Alternative access is possible from the south via Dalkeith Road.
98	Support		
100	Support	The arrangements are a bit complicated and require some familiarity for correct usage, otherwise welcome.	
122	Support	Keep it going further West! (yes I live in Marchmont :)	In the long term QuietRoute 30 is intended to extend to Marchmont.
131	Support	The main, potential weakness is the junction at Duncan St with Upper and South Gray Sts. It is not entirely clear from the drawings whether a raised table is proposed here. A text box suggests it is but it is not colored in as a raised table. This will be essential to avoid problems at this junction and should be supplemented by changes to the road priority so there is no single right of way.	We will consider ways to reduce traffic speeds on South/Upper Streets, currently the raised tables are only proposed on Duncan St.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
105	Support	<p>* Section of cycleway east of the new toucan at East Parkside should be one way to avoid cyclists cycling into oncoming traffic! * Notwithstanding the above, really this section of cycleway should extend into Hollyrood Park itself. As stands, the proposals help cyclists get to the park boundary but fail to get them properly into the park. If extended, this section of cycleway would also provide convenient access to NCR1 via the path through the trees down to the east end of the tunnel without having to use the crossing and double back into the railway tunnel. * Continuous footway across the parking accesses for Scottish Widows is very welcome – much nicer for walking! * The access ramps allowing entry/exit from the cycleway from/to the main carriageway are welcome. * In a future project I hope the cycleway can be continued northwards along Dalkeith Road to connect with the existing cycleway at St. Leonards, thereby substantially improving cycle access to the pool and Pollock Halls from the north. Indeed, a short section of cycleway up to East Preston Street (and junction improvements) would link in with the cycle lanes on East Preston Street and improve access from the Meadows and the west. * Any scope for continuous footway opposite Blacket Place where the Pollock access is? * Can you add an ASL on West Mayfield at the junction with Mayfield Road?</p>	<ul style="list-style-type: none"> <li>• The cycleway is intended to link up with paths in Holyrood park that are being developed as part of a separate project. If the projects are delivered at separate times then we would curtail the northbound cycleway at the crossing to East Parkside.</li> <li>• Expert findings from where continuous footways have been recently implemented in the UK suggests that unless there is high number of pedestrians compared to vehicles and/or a segregated cycleway, then continuous footways may not be appropriate. Based on this we considering only retaining continuous footways at certain locations (see section 7.1)</li> <li>• We will consider alterations to the design to aid cyclists wishing to proceed Northbound along Dalkeith Road and linking up with the segregated cycleway at St Leonards, however this may be beyond the budget for this scheme.</li> <li>• According at our records ASLs are present on all arms of this junction.</li> <li>• We will consider raised tables across the western gate of the Pollock Halls entrance</li> </ul>
134	Support	<p>Would encourage and help lots of cyclist/cycle commuters join the relatively safe routes between Holyrood park/innocent railway and other potential routes to the west. Many cyclist I know are put off cycling through those sections due to it being dangerous.</p>	
46	Neither support or oppose	<p>It is second rate and not what is actually needed, but it better than nothing.</p>	
71	Neither support or oppose		

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
104	Neither support or oppose	I support it in principle, however you are implementing a shared cycle/pedestrian area at junctions (like Blacket-Minto) that is already rather busy and dangerous for pedestrians, especially given that it is frequently used by mothers with prams and small children from the nursery opposite. Why are you promoting cyclists to the detriment of pedestrians? I cannot afford to own a car and therefore walk everywhere - this will make me feel unsafe on my daily commute through my own neighbourhood. I cannot afford to own a car and therefore walk everywhere. I cannot afford to buy a bicycle and therefore walk everywhere. Any policy which does not improve walking conditions is discriminatory in terms of socio-economic background.	This is a very challenging junction as the presence of listed structures (pillars and walls) and trees make it difficult to deliver an optimal solution for all users. We will re-consider the design to try to minimise potential pedestrian-cyclists conflicts.
36	Neither support or oppose		
58	Neither support or oppose	no.	
63	Neither support or oppose	No	
91	Neither support or oppose		
114	Neither support or oppose	This is a complex scheme. Some aspects are perceived differently by residents in different parts of the area and by cyclists who are more interested in passing through the area.	
139	Neither support or oppose		



Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
32	Neither support or oppose	Concerned about traffic hold ups - making routes more congested & therefore more pollution....but there would be less pollution in other areas	
64	Neither support or oppose	It is impossible to see the drawings on your plans as they are not user friendly when downloaded	We apologise that you have had difficulty in viewing the designs.
78	Neither support or oppose		
107	Neither support or oppose	No	
116	Neither support or oppose		
132	Neither support or oppose	There is no problem at present we spoon feed now and waste money!	We believe the majority of support for the scheme indicates that it will be very valuable to many people.
34	Neither support or oppose	Hollyrood park is a park. You should not be digging up anything here. Why. It just stop traffic going through the park and use e as a park. Cars only use to avoid the delays caused by 20 mile zones, roadworks etc	We are not planning excavations works in Holyrood Park as part of this scheme. There are no current plans to remove traffic access through the park.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
62	Neither support or oppose		
21	Neither support or oppose	As a pedestrian, I'm not too sure what I am expected to enjoy when I get to Radcliffe Terrace. I regularly walk through those routes, and am content with them as they stand. It's hardly a route to a view point or an important building.	The route is primarily to help people wishing to access destinations such as the swimming pool, Holyrood Park, Pollock Halls, King's Buildings and places of work.
6	Oppose	It's a combination of ambitious, worthwhile and effective segregated cycle paths (Holyrood Park road and Dalkeith Road), and useless, undesirable quietways. Improving back streets for bicycles is fine, but much more effective would be a more direct and arterial route which improves safety for a greater number of people. Narrow back roads, passing parked cars who might open their doors into your path aren't the pinnacle of safe cycling in a city. Blakel Place arrangement option 1 is also concerning as cycling into and over a pavement can cause a conflict with pedestrians and traffic moving along the road behind. Why not extend the segregated cycle path along the whole length of Dalkeith Road, improving the safety of far more journeys. Some of the bends in the cycle path on Holyrood Park Road and Dalkeith Road are also concerning, if they're similar to those at the junction of St Leonard's street and Parkside Street, and far too tight.	The aim of this scheme is to deliver the section of QuietRoute 30 which connects up key locations of the Commonwealth swimming pool, Holyrood Park, Pollock Halls, King's Buildings and local places of work. Such as we think it is a direct route that will be very beneficial.
13	Oppose	Too much consideration to cyclists as opposed to walkers.	The scheme is funded from the cycling budget and is mainly focused on delivering the cycle route. However, making walking improvements has also been a key consideration which is soon in more and better aligned crossings, raised tables and wider footways in key locations.
31	Oppose	Duncan Street is a one way Street with inadequate permit parking facilities as it is. I often see cyclists heading the wrong way down here into oncoming traffic who cut the junction very fast	Parking numbers would be unaffected by the scheme and cycling would no longer be illegal.
50	Oppose	Safe cycle routes are built AWAY from vehicle routes. They should not reduce vehicle space. Please go to the Netherlands and learn. Compromise is NOT the answer.	We believe using some road space to deliver the scheme is required in order to provide facilities to the standards set out in the Edinburgh Street Design Guidance. Using road space is standard practice when delivering cycle facilities in leading cycling nations such as the Netherlands and Denmark.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
85	Oppose	There are too many missed opportunities - for example to reduce traffic, to improve pedestrian crossing experience at key locations like Dalkeith Road/Holyrood Park Road, and West Mayfield/Ratcliffe Terrace and to address the walking environment on the west side of Dalkeith Road and all of Ratcliffe Terrace	We believe the scheme provides the right balance of improvements for cycling and walking whilst not restricting traffic flows such that it is detrimental to public transport services. We will, however consider whether further pedestrian improvements can be made to the west side of Dalkeith Road Holyrood Park Road junction.
101	Oppose	I have already expressed this [text inserted from earlier survey question]: The changes in the carriageway at Holyrood Road and East Parkside are not positive. That intersection, if changed according to the plans, will become clogged with traffic. Bicycles will not be polite to the pedestrians. Parking spots will be reduced in number meaning less people will use Holyrood park unless they can bike, walk or use bus.	We have undertaken traffic modelling which indicates that the traffic flows through the junction should not significantly impacted. We believe that the reduction in parking is a compromise for permit considerably better access for people wanting to go to the park by bike or on foot. Cyclists are kerb separated from pedestrians so interactions and potential conflicts between users are minimised.
106	Oppose	I oppose Blacket Avenue becoming one way. This will have a big impact on lower Blacket Place and the west end of Mayfield Terrace as all cars crossing from Dalkeith Rd, or coming from Blacket Avenue (where there is a busy nursery) or Blacket Place, will have to exit out of Mayfield Terrace to reach Minto Street. This will increase traffic a great deal causing extra noise and pollution to what is currently a lovely street. There are a lot of young children in the area, some of who walk to school from there and safety will be compromised by the increased level of traffic. It will also cause problems for those wishing to turn right onto Minto Street as the turning out of Mayfield Terrace is not at all easy. It is not near to any pedestrian crossing so the opportunities to turn right are limited. In addition, pedestrians walking north or south on Minto Street often cross that narrow Mayfield Terrace junction without looking and this has caused near misses in the past. This is obviously a significant safety issue for both drivers and pedestrians. The increased levels of traffic trying to turn out of Mayfield Terrace would also cause a back-up of traffic on Mayfield Terrace.	Based on traffic surveys and analysis of right turn opportunities we not think that the amount of additional traffic being displaced onto Mayfield Terrace will cause significant queuing or safety issues. In order to deliver a safe, convenient crossing of Minto Street it is not possible to retain two-way access on Blacket Avenue.
136	Oppose	It will cost too much and it's not entirely sensible. See my comments above [text from above inserted here]: The westbound access for vehicles to Minto Street from Mayfield Terrace is not sensible: it is narrow, with a dwelling house in close proximity to the traffic fumes, near to traffic lights where queues will form in Minto Street and probably cause backups of motor traffic in Mayfield Terrace, if this is the only access to Minto Street for motor traffic from the Blacket area. There is no room for a cycle path either, if that is a consideration. On the other hand, the pedestrian lights at Duncan Street/Blacket Avenue/Minto Street allow easier access to Minto Street and probably would benefit from not allowing traffic to cross from Duncan Street to Blacket Avenue. It would be better to keep this entrance to Blacket Avenue two-way.	Based on traffic surveys and analysis of right turn opportunities we not think that the amount of additional traffic being displaced onto Mayfield Terrace and Blacket Avenue will cause significant queuing, pollution or safety issues. In order to deliver a safe, convenient walking and cycling route, we believe these changes are required. Delivering safe routes for cycling and walking is a key aspect of the Council's strategy to reduce car use.

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		Closing the entrance into upper Blacket Place from Dalkeith Road will make entrance/exit from the Blacket Avenue to Dalkeith Road and from Mayfield Terrace to Dalkeith Road more congested Also likely to cause damage to the Pugin pillars. Perhaps one of these two junctions could be made east-bound only. Currently there are numbers of cars 'rat-running' through Blacket Avenue, Mayfield Terrace and through Blacket Place to Mayfield Terrace. The 20mph limit, if observed, does at least slow this. The proposed plan will be costly, I have no doubt, and probably not as useful as properly resurfacing the roads city-wide where there are potholes. Potholes and prominent drain covers can cause cyclists to fall. It would also be helpful and cost a lot less to extend the 20mph limit through the whole city, not piecemeal as it is currently being done: putting up speed limit signs on the outskirts is relatively easy, does not involve painting on roads and will help cyclists and pedestrians alike. There should be some consideration given to a) discouraging private cars, which cause most of the congestion b) traffic policing to prosecute not just car owners who break the rules, but cyclist and pedestrians as well.	The costs of the scheme would be met by a dedicated cycling budget which is separate to the roads renewals budget. The project would be match funded by the Scottish Government's Community Links programme.
35	Oppose		
69	Oppose	Council funds could be better spent on essential services	The costs of the scheme would be met by a dedicated cycling budget which is separate to the roads renewals budget. The project would be match funded by the Scottish Government's Community Links programme.
74	Oppose	I can't see how the money spent on this will provide any benefit and I'm concerned about the impact this will have to Mayfield Terrace. Unless you include plans to reduce traffic speed along that road then you don't have my support for these apparent improvements for cycle and walking.	Mayfield Terrace is already a 20mph road. We will consider a raised table at the junction with Minto Street to further reduce traffic speeds and pedestrian safety. The responses to the consultation suggests that a significant number of people will find the improvements beneficial.
120	Oppose	See above [text inserted here from above]: Minor improvements are all that is needed. Most cycle traffic between these endpoints is from pollock Halls, which has internal paths that lead to the pedestrian crossing on Dalkeith Rd, so the Holyrood Park Road part is unnecessary (and very expensive).	The strong levels of support for the scheme suggest that the improvements are important to deliver. The university do not wish to permit general access through there grounds due to security concerns. We also believe the link along the Dalkeith and Holyrood Park Roads provides wider amenity for those on journeys not just to the University.
126	Oppose		
70	Strongly oppose	poor design	Your earlier comments appear to mainly relate to a preference for not using shared space. This scheme keeps shared space to

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			a minimum and for the vast majority of the route fully segregates pedestrians from cyclists.
102	Strongly oppose	The alterations being made to Holyrood Park Road make entry to/exit from East Parkside dangerous and difficult. Although this is a cul de sac, it is used by many motor vehicles, including refuse collection, courier deliveries, supermarket deliveries and other large vehicles, who would have to cut across two lanes at the entrance to the street because of the widened pavement at the corner.	Expert findings from where continuous footways have been recently implemented in the UK suggests that unless there is high number of pedestrians compared to vehicles and/or a segregated cycleway, then continuous footways may not be appropriate. Based on this we considering only retaining continuous footways at certain locations (see section 7.1)
112	Strongly oppose	It will have huge impact on traffic and a quiet residential area	Based on traffic surveys we not think that the amount of additional traffic being displaced onto Mayfield Terrace and Blacket Avenue will cause significant queuing, pollution or safety issues. In order to deliver a safe, convenient walking and cycling route, we believe these changes are required. Delivering safe routes for cycling and walking is an important aspect of the Council's strategy to reduce car use.
66	Strongly oppose	The separate cycle lanes built into the pavement are dangerous to pedestrians as they are not used by cyclists correctly. The loss in parking can't be justified in a city where it's already at a massive premium	Where segregated cycleways have been delivered elsewhere in Edinburgh the majority of feedback we have receive dis that they are well used and adhered to by cyclists and pedestrians. In order to deliver a safe, convenient walking and cycling route, we believe the parking reductions are required. Delivering safe routes for cycling and walking is an important aspect of the Council's strategy to reduce car use. There are no reductions to resident parking bays.
109	Strongly oppose	Please see further comments to the first question; there are alternatives to be considered, (Salisbury Road, extending 20 mph zones etc). [Inserted text from above]: Loss of parking in Holyrood Park Road (heavily used at the week-ends); disruption of heavily used pavement area on Old Dalkeith Road by Commonwealth Pool, particularly by young families using the pool where parking is limited; The one-way proposal of Blackett Avenue would divert traffic to the Mayfield Terrace/Minto Street junction which is already potentially dangerous for exiting traffic (inadequate sight lines, narrow road, limited pavements constantly requiring pedestrians	In order to deliver a safe, convenient walking and cycling route, we believe these parking reductions are required. Delivering safe routes for cycling and walking is an important aspect of the Council's strategy to reduce car use and increase walking, cycling and public transport, as set out in the Local Transport Strategy. Though less people may be able to park near to the

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
		<p>to step into the narrow road, dangerous for pedestrians on Minto Street who step into the road (Mayfield Terrace) as they cannot see traffic until they are in the road, poor signage (as advised to the Council), continued illegal entry by motorists (as advised to the Council), used (legally) by cyclists entering Mayfield Terrace into a road where there is no room for one cycles and cars to pass safely), difficulty of drivers exiting Mayfield Terrace and Turing right (North) into Minto Street. Through poor sight lines and heavy traffic.</p> <p>There is heavy local pedestrian use in Mayfield Terrace, especially at the western end, where pedestrians have to traverse the road because of the single narrow pavement (see above).</p> <p>The Blacket Avenue exit into Minto Street is also poor and has had several near miss accidents. A better route would be to use Salisbury Road, where the west end has already traffic lights and controlled pedestrian crossings. That, coupled with extending the 20 mph zone into Minto Street as far as the East Mayfield/West Mayfield junction (traffic light controlled) would provide a safer proposal; alternatively, modifying the existing John Muir Way would be safer</p>	<p>Holyrood Park, the Council believes this is offset by more people being able to access the park on foot and by bike. There are no reductions to resident parking bays.</p> <p>Based on traffic surveys we not think that the amount of additional traffic being displaced onto Mayfield Terrace and Blacket Avenue will cause significant queuing, pollution or safety issues. In order to deliver a safe, convenient walking and cycling route, we believe these changes are required.</p> <p>The route along Salisbury Road was considered but has a number of draw backs:</p> <ul style="list-style-type: none"> <li>• it is less direct for students travelling between Pollock Halls and King's Buildings,</li> <li>• It would require segregated cycleways that would be hard to deliver whilst retaining loading for local shops and bus stops and greatly increase project costs,</li> <li>• It requires addressing two large fully signalised junctions which would be hard to achieve to the same standard of cycle safety as the current route and would very likely be more expensive</li> <li>• It would require cyclists to use longer stretches of Causewayside/Ratcliffe Terrace which is a busier road than the proposed route.</li> </ul>
23	Strongly oppose		
40	Strongly oppose	<p>This is such an oddly specific area. Makes no sense to me to have one very tiny patch of the city totally upheaved and changed. The time, effort and money this will cost the tax payers cannot be justified!! Not to mention the roadworks which will increase congestion/pollution which our incompetent leaders in Edinburgh as so keen to lower. Utterly ridiculous.</p>	<p>The project will deliver a specific section of QuietRoute 30 that makes up a part of the city wide QuietRoutes cycle network. The links which this project will provide is particularly important as it links together Pollock Halls/Holyrood Park with QuietRoute 6, the King's Buildings and the National Cycle Network Route 1.</p>

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
54	Strongly oppose	Nothing wrong with the current setup	The strong support for the scheme suggest that the changes proposed are needed and desired.
108	Strongly oppose	Added to the problem exiting Mayfield Terrace I would like to advise that many students travel the wrong way along Duncan Street in the mornings coming through from Pollock Halls along Blacket Ave over Minto Street along Duncan Street to Radcliffe Terrace on their way to Kings Buildings. Again an accident wait to happen.	Based on traffic survey analysis we do not think there will be/is a significant issue for people turning right from Mayfield Terrace to Minto Street. The numbers of students currently illegally cycling against the one-way flow underlines the latent demand for this scheme. This scheme will formalise the cycle route and make it safer for all users.
110	Strongly oppose		
118	Strongly oppose		
138	Strongly oppose	Reasons outlined above, [inserted text from above]: The west end of Mayfield Terrace is mainly residential unlike the west end of Blacket Avenue (which is not) forcing a large volume of traffic into a residential street. There will be a significant amount of queueing traffic as this will be the only exit for the residential population of the Blacket conservation area and also all those attempting to travel from east to west across this part of the city. Many children and elderly pedestrians cross at this point which has a blind corner. Potential for serious accidents as people attempt to turn right into Minto Street crossing 2 lanes of traffic with no clear field of vision. Traffic lights do not currently show when it is safe to turn right. Many near misses already occur with people attempting to turn right. Much clearer field of vision when exiting at Blacket Avenue. Large number of children and pedestrians cross Mayfield Terrace currently and there are frequent near misses involving cars and pedestrians already	Based on traffic surveys we think that the levels of traffic that may be re-routed onto Mayfield Terrace will not cause significant safety or congestion issues. Traffic surveys indicate that right turns from Mayfield Terrace should not be a significant issue in terms on the number of useable gaps in traffic compared to numbers of vehicles. We consider that vehicles should be able to come far enough forward to the give way line to have a clear field of view past the walls. Site visits during peak periods have not indicated larger volumes of pedestrians crossing Mayfield Terrace compared to Blacket Avenue.
10	Strongly oppose	Do not see a problem with how it is now. Cyclists use the pavements anyway, so spending thousands on changes will help no one. If you have so much extra cash, why not transfer it to social care ? Then you will be saving lives.	The strong levels of support for the scheme suggest that the changes proposed are needed and desired.
20	Strongly oppose	There are better things to be done with the limited cash. This isn't worth investing in.	The strong levels of support for the scheme suggest that the changes proposed are needed and desired.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
24	Strongly oppose		
33	Strongly oppose	Leave it how it is	The strong levels of support for the scheme suggest that the changes proposed are needed and desired.
39	Strongly oppose	Very busy roads - it all works just now- please don't cause more chaos	The strong levels of support for the scheme suggest that the changes proposed are needed and desired.
51	Strongly oppose	It ain't broke, works fine as is.	The strong levels of support for the scheme suggest that the changes proposed are needed and desired.
52	Strongly oppose	As before [inserted text from above]: Driving in the city is difficult enough. Stop making it worse! Frankly, changes like this ultimately end up causing more trouble and confusion than they're worth. The money would be much better spent dealing with other issues	Based on traffic surveys and modelling, we do not consider that these schemes should cause significant traffic issues or congestion.
55	Strongly oppose	Reasons as before. [inserted text from above]: As a cyclist who uses this route on a daily basis I can see no benefit to cyclists and pedestrians from this proposal. It would however mean unnecessary work and cost that could be better and more effectively spent elsewhere. The proposed junctions may prove more hazardous than the current situation and although I don't own a car I can see no benefit in losing parking spaces, that fellow residents may require. This area highlighted does not require any change, as the cycling conditions are already excellent - I have never had any issue over 10 years of cycling in this area. Improving cycling condition could be better achieved by making improvements to the road in the neighbouring areas	The strong levels of support for the scheme suggest that the changes proposed are needed and desired. Based on traffic surveys and modelling, we do not consider that these schemes should cause significant traffic issues or congestion. Resident parking bays are unaffected and we consider the reduction of public parking bays to be vital in order to deliver the scheme to standards required.
86	Strongly oppose	Segregated cycleway on Dalkeith Road is unlikely to be used much - eg see cycleway on Buccleugh St which gets no use at all. Furthermore the primary hazard to a cyclist in my experience is pedestrians - who tend to rely on their ears to tell them about approaching traffic rather than their eyes, and so they don't notice cyclists. The proposed design brings pedestrians and cyclists into much closer proximity. One way streets with cycle contraflows are dangerous, as vehicles do not expect cyclists (example: Sciennes House Place). Changing the direction of traffic on Duncan St makes it very hard for vehicles to get into Blacket from Ratcliffe Terrace / Causwayside, necessitating long circular detours including several sets of traffic lights and therefore increasing pollution, carbon emissions, and waste of fossil fuels.	The strong levels of support for the scheme suggest that the changes proposed are needed and desired. Further are research in the Bike Life Edinburgh Reports strongly indicates that segregated cycleways would significantly encourage more people to cycle. Based on traffic surveys and modelling, we do not consider that these schemes should cause significant traffic issues or congestion.



Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
87	Strongly oppose	See my KISS comments [inserted text from above]: 'Oppose' in that the proposed route through residential streets in Blacket are too complex and costly and has negative consequences for safety on those affected roads. The simplest solution is to improve the route for cycles on Salisbury Rd (already one way for cars) then via Salisbury Place and then down Causewayside. Keep it Simple (and Cheap!) Stupid	Based on traffic surveys we not think that the amount of additional traffic being displaced onto Mayfield Terrace and Blacket Avenue will cause significant queuing, pollution or safety issues. In order to deliver a safe, convenient walking and cycling route, we believe these changes are required. The route along Salisbury Road was considered but has a number of draw backs: <ul style="list-style-type: none"> <li>• it is less direct for students travelling between Pollock Halls and King's Buildings,</li> <li>• would require segregated cycleways that would be hard to deliver whilst retaining loading for local shops and bus stops and greatly increase project costs,</li> <li>• requires addressing two large fully signalised junctions which would be hard to achieve to the same standard of cycle safety as the current route and would likely be more expensive would require cyclists to use longer stretches of Causewayside/Ratcliffe Terrace which is a busier road than proposed route</li> </ul>
111	Strongly oppose		
130	Strongly oppose	the route is already very safe and quiet. The cycling improvement funds must be spent on the most congested and dangerous roads and junctions first. Avoiding cycling related incidents and deaths must take priority. The proposed changes will not make it any easier to join or leave the existing route at either end (Ratcliffe Terrace and Holyrood Park). Ratcliffe Terrace, Dalkeith Road and the roads the other end of Holyrood Park (north-east) will not be made any easier or safer for the cyclists.	The strong levels of support for the scheme suggest that the changes proposed are needed and desired. The Council is also developing a separate scheme with Historic Environment Scotland in Holyrood Park to improve active travel access into and through the park. It is planned that these two schemes would link up at Holyrood Park, so that the cycleway would not stop the eastern entrance to Holyrood Park.
137	Strongly oppose	the design makes minor changes on the streets which are safe already. There is no proposal to improve cycling conditions for cyclists on the main roads.	The scheme includes full segregation along Dalkeith Road and Holyrood Park, which are both major roads.

Ref I.D.	To what extent do you support the proposed design?	Can you briefly explain your view on the last question?	Council Response
			The strong levels of support for the scheme suggest that the changes proposed are needed and desired.
140	Strongly oppose	Council money should be used to improve conditions on busy roads which present dangers for pedestrians and cyclists; this proposed design is unnecessary and does not qualify.	The scheme includes full segregation along Dalkeith Road and Holyrood Park, which are both major roads. The strong levels of support for the scheme suggest that the changes proposed are needed and desired

### Online Survey - Any Further Comments about walking and cycling in Edinburgh

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
1	I love cycling to work and think the Meadows is fantastic. I think road surfaces need to be improved dramatically as it is very dangerous - you either have to hit the potholes/drains or swerve them, putting you into the traffic. I would also like to see some of the junctions/crossings improved. The crossing near Buccleuch Terrace across Hope Park Crescent to the Meadows is awful. It is a main cycling route which is very popular but the lights take so long to allow cyclists/pedestrians across that most people jay walk which puts them at risk. I think a lot of commuters would love to see this changed.	<b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the section about the specific design proposals.</b>
3	Much more need to be done by the council to promote both cycling and walking in Edinburgh. More segregation of cycle lanes, reduction of traffic in city centre and a higher priority for pedestrians in designing streets.	
4	Making a difference involves taking hard decisions, and unpopularity amongst some. Please do the right thing.	
5	More separated cycle lanes please	
6	There's so much scope for vastly improving conditions by giving more right of way to pedestrians throughout the city over cars. Many roads in Edinburgh are wide enough and important enough to introduce well designed segregated cycle paths, there just needs to be more ambition and go-forward. (e.g. Peffermill Road, Dalry Road etc.) The progress is slowly coming, but there's so much untapped potential, which we need to tap to solve the growing pollution problem partly caused by the city's expansion. I also think Holyrood Park should be closed to cars all day every day. It should be for recreational activities not commuters and taxis which discourage recreational activities.	
7	I welcome improvements for cyclists and pedestrians in the city. These should properly take priority over motor traffic and not be convoluted efforts to fit facilities into gaps without affecting motor traffic. There are lots of places in the city where the convenience of a small number of	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
	motorists takes priority over the safety of pedestrian and cyclists (e.g. crossings with a long delay for pedestrians such as Morrison Cres to McEwan Sq over W Approach Rd; or lack of cycle contraflow in order to create parking spaces on Leamington Rd.).	
8	There are a couple of great paths (i.e. the Innocent) these however are the ones that make the real difference, having the addition of new big products like these are what will encourage more people to cycle, the paths you suggest may benefit those who do but I don't believe will have the push to convert people to cycling. Also if any of you are linked to lighting the Innocent Railway - THANK YOU!! :)	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
9	A general improvement to road and pavement surfaces, prioritized for bus routes and busy pedestrian routes, to address serious defects is required.	
10	As state before, I know it will be ignored anyway. If you have all this extra cash please transfer to social care and save some lives instead of these stupid projects. Do you know how little the New cycle route is used - cyclists prefer roads or pavements.	
11	I think there is an urgent need to improve cycling conditions across Edinburgh. It's currently not safe especially for children. If we want to take a long term approach to fitness, a healthy environment and the obesity epidemic we have to develop these more healthy behaviours in our children. It should be safe and normal for them to be able to use their bikes to get around their local areas and across the city. This would both reduce pollution and increase health and fitness. Edinburgh is a beautiful city and ideal for developing further cycle ways.	
13	Why don't cyclists think they are above the law. Edinburgh is famous for cyclists not obeying red lights. But this is never policed so the problem gets bigger. I have witnessed on several occasions, Police officers watching or worse waiting for cyclists to ride through a red light on the crossing directly outside Newington Police Station. What hope do we have.	
14	Improvements required on better route from the Canal path to Edinburgh Park. Very popular route but conflict between cars on Cutlins road and pedestrians on narrow shared use path.	
15	Edinburgh is a lovely city, but the traffic makes cycling very off putting, and the pollution makes walking unpleasant in many places.	
16	Have some courage! Go on, be bolder. TAKE AWAY SOME PARKING SPACES FOR CRYING OUT LOUD. Put some permanent cycle parking outside your high density tenement flats.	
17	I would like my children to be able to cycle to school. I don't currently feel that there is a safe route for them to do so.	
18	Increase the number of cycle racks to park your bike at - both in residential areas and at services. Make the Minto St/Lady Rd/Cameron Toll junction safer.	
19	Link up Edinburgh with west Lothian cycle network	
20	Walking has never been a problem in the 30 years I've lived in Edinburgh. Walking around safely has always been possible. The council wastes money on cycling and justifies this by engaging in selective surveys purported to be "extensive" and "conclusive".	
21	In East Parkside we are already buzzed every day by a significant minority of cyclists who show no respect or consideration for other road users. I regularly see use of excess speed on the cycle path, cycling on the pavements, cycling the wrong way up Salisbury Road, cyclists ignoring traffic lights and pedestrian crossings which are being used by the elderly and by young families. I fully accept that the majority don't do these things, but until you can do something effective to curb these practices, I don't want to see any further encouragement of cycling in Edinburgh. Sadly, wringing of hands and pious references to the majority does not fix the problem.	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
22	I'm a cyclist , walker & driver. Unless the current laws are enforced, cyclists will continue to flout them, causing hazard to themselves and all other road & cycle/pathway users. In other European countries, cyclists are more aware of their responsibilities.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
23	I used to enjoy walking the Water of Leith after work, until a couple of attacks a few years back. As for cycling - send them to the Netherlands!!!!	
25	Thanks to the council for doing all they can in face of a ferocious car lobby.	
28	Improvements have clearly been made in areas such as the Meadows, and the former railway paths are long established. However, it feels like the council has been 'picking the low-lying fruit' and the real challenge is to improve routes that cross/follow major road arteries e.g. London Road and Willowbrae Road.	
29	Enforcement of the ASL boxes really needs to be done as no drivers pay attention to them and the lack of enforcement causes arguments and issues about their use. Even the police drive into them. Consultation with cyclists needs to be done when considering spending of monies on new infrastructure and cycle lanes as many of the current cycle lanes are dangerous and wholly inappropriate. As a cycle training instructor I actively encourage cyclists NOT to use some of the cycle lanes in Edinburgh	
31	General state of the pavements and roads, potholes in particular need addressing.	
32	Fine as it is at the moment.	
34	There is no need to waste money on walking routes and cycling in Edinburgh. Edinburgh is already a great place to walk and cycle. Spend the money on improving parks and facilities and improving needed services such as care, foodbanks etc.	
37	Drivers need more education on close passes and bullying behaviours towards pedestrians and cyclists. Better road infrastructure and layout gives equal opportunities for all.	
38	I would suggest Edinburgh needs to look at other U.K. Cities with regard to how their using trams in conjunction with railways. Edinburgh has the Southern Suburban railway and many former railway lines that should be used to transport people quickly about the city without putting further pressure on the roads.	
39	I'm all for cycle lanes but sometimes people need to use cars to enable them to work and also get home for children/ school etc- I work in his area and the nightmares it would cause me to maintain my working hours while being able to collect my children on time would cause me so much stress and inconvenience - if it's not broken please don't try to fix it - the new 20mph zones are making it much safer for cyclists- spend the money on schools/education instead	
40	Elect a new head of transport for Edinburgh and implement a rule of common sense!!	
42	The less traffic, and more traffic free cycling options traversing the city the better. Improving people's ability to cycle safely around the city has many health and environmental benefits.	
43	Cycling in Edinburgh is remarkably easy and safe given the weather and the hills! The infrastructure is generally good but there are a couple of issues. Often bike lanes are blocked by parked cars. Sometimes they move onto the pavement where there are pedestrians (e.g. at the bottom of The Mound) or even signposts in the way (e.g. opposite the entrance to KB). Provision for bicycle parking is generally good, but the availability drops quickly as you move away from the city centre.	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
45	I think the 20 mph zone will change the city very much for the better- give it time and people will get used to it!	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
46	There needs to be more of it, there also needs to be far more consideration for the quality live the people living in Edinburgh rather than prioritising commuters coming in by car from outside as is the current situation. Serious action should be take to deter people from driving into the city. Safe covenant cycling routes should follow the principal routes into and through the city, not divert then the long way round through the back streets. Active travel should be treated as a serious means of travel and a less convenient option for those with time on their hands.	
47	You need to do much more and much quicker. If people are going to chose cycling as a transport choose make it the most direct and safest route. Why would anyone want to take a longer route?! Stop wasting money, time and resources on scenes that will be ineffective. Spend on what will bring the greatest results please. Thanks for considering	
50	Cycle paths should not be at the expense of pedestrians. We need new routes - away from roads.	
51	There is nothing wrong with the walking facilities as is, but there is already too much skewed in favour of cyclists, the shared cycle / walkways in the meadows for instance, dangerous at the speeds cyclists employ.	
52	cyclists in Edinburgh have no concept of road safety. It's not the drivers or the roads at fault, it's the lack of road sense they have!	
53	Much could be done to improve the cycleways and make them separate from the roads, which are typically too narrow to allow for anything other than a painted lane (which in my opinion is not effective) and full of potholes. It's great to see that changes are being made, I'd love to see them prioritised even more.	
54	All these plans cost money, if the Council fixed the potholes then cycling would be safer for all	
55	Walking and cycling in Edinburgh is excellent. High cost - low value projects, such as these do not make any significant improvement to that.	
58	I now notice much more any rough patches or holes in footpaths & roads which may make my walking less stable.	
59	I am happy to see all the work and money the Council is putting into developing the active travel network - please keep it up!	
60	More of this sort of thing please. I particularly like the continuous footways across minor side streets as sometimes these are difficult to cross as traffic turning in often doesn't look for pedestrians (the western end of West Nicholson Street is particularly bad for this). The 20mph scheme should also be continued, and more strictly enforced.	
62	Very impressive bus system in Edinburgh - hope that can remain. Cycling in Edin is great for shortdistances or if not too hilly. PTWs agreat option for Edinburgh, combining speed, low footprint, and easy parking of cycling with ease of driving. Used tobe supported by Ed Council, a shame this has been changed, as it combines well with cycling/walk/bus.	
63	Walking causes me with no issues. Inconsiderate Cyclists are a pest, especially when they ignore traffic lights.	
64	I am concerned that cyclist are not fit to be on the road and must immediately be banned from allowing child trailers and rear seats on bikes. The cyclists think that they are untouchable and put themselves and their children into dangerous situations. It is irresponsible and should be illegal. All cyclists must be given a test on how to cycle properly. Numbers should be put onto bikes so that they can be spotted and reported	

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	for jumping through the lights when on red. No stopping and walking onto the pavement to get through the lights should be allowed. Helmets should be compulsory.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
65	We need segregated cycling routes - bus lanes are too scary. Too many 'cycle lanes' have cars parked in them causing cyclists to swerve into the main traffic.	
66	Walking is fine. Cycling is bad in Edinburgh but I don't see how this will be improved without harming traffic conditions for buses and other road users that make up the vast majority of commuters in Edinburgh	
69	Cycle lanes on road between RBS bridge and Suntrap are very dangerous giving cyclists a false sense of safety as the carriageway widths are insufficient for all the lanes marked	
70	Stop shared paths without clear division between pedestrians and cyclists	
71	Cycle lanes are too narrow and too disjointed so can't get from A to B generally without some use of main roads which isn't great for kids or cyclists who are less confident, like myself. On Ratcliffe Terr there are always cars parked in the cycle lanes and that is a popular route for kids going to Sciennes primary....meaning they have to come out into the middle of a busy road. Very little seems to be done about this as cars are there every day. Drivers and cyclists need better education on safe cycling and respecting cyclists on the road but ultimately it would be better for them to have their own lanes like they do in Holland etc. So much safer and less frustrating for car drivers too. Walking is easier but quieter routes away from the noise and pollution of traffic is nicer and better for you. Ultimately I think encouraging both is a no brainer as good for physical and mental health and they reduce road congestion and pollution..which also improves both physical and mental health.	
72	Walking and cycling should be the highest priority for Edinburgh council. At the moment walking and cycling for most routes and journeys is a horrible experience. Some pavements in Edinburgh are barely wide enough for a wheelchair or pram and you have HGVs thundering past literally 10 inches away from you - that's not right. If you choose to cycle you are considered by your friends and family to be 'very brave' or 'mental' - that's not right. You've got a long way to go to make this city truly walking and cycling friendly but this QuietRoute 30 is a good start.	
73	The road and pavement surfacing is appalling.	
76	Please please please continue to fund improvements to the cycling situation in Edinburgh!!	
77	More cycle lanes and cycle paths	
81	easy on quiet roads, hard when busy	
83	Vehicle parking should not be allowed in cycle lanes or bus lanes - even on Sundays - except for the disabled.	
84	I have found the 20mph limit has increased my feeling of safety while cycling and walking. Much more needs to be done to improve air quality. The air around many streets give me concerns for my health and that of my family while traveling on foot or by bike.	
86	One challenge for cycling specifically is the mix of commuters and recreational cyclists. They create hazards for each other, as well as increasing the hazards for pedestrians. Five years ago NCN routes such as the canal towpath or the innocent railway were generally only used by recreational cyclists. Now they are used by increasing numbers of pedestrians and commuter cyclists, making them less safe an enjoyable	

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	for all. The current traffic policy seems to be moving cars off big roads and replacing them with bikes and pedestrians on small tracks, which is going to be unsustainable before long.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
87	The 20mph speed limit for cars was a misguided attempt to make cycling safer. Instead it leads to increased stress, economic loss for the city, higher emissions from many vehicles, amber gambling, tailgating and makes overtaking cyclists more dangerous from both car/cycle perspective. It would have been much smarter and visionary of the Council to start investing in segregated cycle routes on dedicated tracks. I lived in the Netherlands for 10 years and have seen this is the only way it works mutually.	
88	I think that in order to ensure that the cycle infrastructure being built is of high standard, Edinburgh should adopt the most recent London Cycling Design Standards.	
89	I shall repeat, parked cars in cycle lanes and up-keep of cycle lane surfaces. The junction at St Leonards Police station is confusing as a cyclist and as a driver, so simple and obvious is the key.	
92	I represent Edinburgh Access Panel. Disabled folk are very concerned about the poor behaviour of cyclists in Edinburgh and look to the Council for protection.	
93	The scheme could be further improved to ensure safe exit for cyclists travelling west from Duncan St onto Ratcliffe Terr. A pinch point with a designated cycle path at this junction would facilitate this and slow motor traffic on Ratcliffe Terr entering Duncan St to travel east. The design could be similar to that at the junction of West Preston St with Newington Rd. I ask that this proposal is given serious consideration.	
94	I find having cycle lanes shared with bus lanes really dangerous. Cyclists and buses go at very different speeds, but because of the bus stops in between constantly end up overtaking each other, often with very little visibility. Adding tram tracks to the same lane as has been done in the city centre makes it even worse and I think it would actually be safer not to have a cycle lane at all rather than pretending that sharing a lane with buses and trams is somehow an improvement for cyclists. I find this road design really irresponsible.	
96	Pedestrians and cyclists should be given higher priority. Setting a 20mph speed limit is an excellent step forward. The parking of vehicles in cycle lanes should not be permitted as it forces the cyclist to move into the main traffic lane.	
97	Thank you for coming to Newington Library to explain everything and being so patient with everyone's ideas etc.:-)	
99	A lot of good work is being done. Thanks. But more attention is needed to a few areas, such as cycle storage for tenement dwellers - good, on-street cycle parking should be available because there isn't enough space in people's stairs for all the bikes that we need people to have if we are to meet our active travel targets. Pavement widths should be prioritised over road widths and numbers of lanes - if we want to make walking a pleasant option, pavements should be wide enough that the traffic feels quite far away, and certainly not close enough to touch when walking in the centre of the pavement. Places such as South Bridge and the Canongate are far too narrow, and people are always stepping into the gutter to get past people or to get around bus stops with bunched-up queues. Even some quite wide pavements, such as those on the middle stretch of Dalkeith Road (where I live) are effectively too narrow because of the waste bins and recycling bins, and it can be quite scary to walk uphill on a narrow stretch of pavement past a line of bins as a number 33 is hurtling down the bus lane at 30mph. If the proposed cycle path at the top of Dalkeith Road could be extended all the way down to the foot of the road, that would make the walk a far more attractive option.	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
100	It is discouraging due to traffic fumes and congestion. For instance, Holyrood Park is a park. Why on earth would you allow vehicles to use it? It could be wonderful without all the rat-running through the Park, as briefly on Sundays.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
103	Holyrood Park should be pleasant to cycle and walk in, but the experience is spoiled by the poor design of Queen's Drive, there are no real barriers to - or penalties for - fast driving there, and only one pedestrian crossing in the Park. Generally the city should do more to block through-traffic and rat-running from residential neighbourhoods, and discourage cross-town traffic. The central areas are choked with cars, vans and taxis, and places like the Old Town are made even more unpleasant by the noise and fumes of tourist buses.	
104	Pedestrians, motorists, and cyclists should all have their own designated areas. In improving cycle conditions, you should be looking to emulate Holland, who understand the notion of cycle lanes and designated cycle areas. Don't punish pedestrians. We are those who cannot afford cars or bicycles. In this instance we are the most vulnerable demographic. It is your duty to protect the vulnerable.	
105	Again, great to see lots of high quality consultations, but I hope we'll see things get built soon! Going forward, I hope there is more investment in north/south links to complement the east/west route that is being worked on.	
108	As I do not cycle but do walk I find most walkways very satisfactory as they are now.	
109	The best way to improve the environment for walking and cycling is to limit car access and extend the 20 mph zones as far as is reasonable and practical.	
112	Too much focus is being put on cyclists	
113	No	
114	Some (not all) cyclists make walking more difficult	
115	The increased emphasis on segregated cycle routes is to be welcomed as asking drivers to "play nice" with vulnerable road users is simply not sustainable or scalable. There will always be some drivers that see it as their right to use their vehicle as a weapon to intimidate, threaten or punish other road users, particularly where there are no perceived consequences and those road users are perceived to have delayed the driver (no matter how little in reality). Not "sharing" the roads with these drivers is to be welcomed!	
116	Please don't ruin the Blacket area with more traffic. The junction where Blacket Avenue meets Minto Street needs to be widened - it is so dangerous. Trying to get one car in and one out at the same time during rush hour holds up buses in the bus lane! I am also afraid that kids are going to be killed as there is a nursery right beside it and there are cars having to mount the kerbs to get past each other! It's appalling!	
117	I walk 30-35 hours per week. I almost always try to walk away from traffic so as to listen to news while walking. Too many housing estates don't have through paths which permit this style of walking and it would be helpful to have pedestrian cut-throughs designed in to such estates at the planning stage.	
118	Standard of cycling extremely variable - ranging from dangerous to inconsiderate to being oblivious of other users. Walking is easy.	
119	I find these proposals from the council very encouraging. We need to end the subservience to motor vehicles and make our city a more pleasant and safe place to live.	
120	Pollution from cars, and dangerous driving, are major problems.	



Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
121	First of all, I think Edinburgh is a wonderful city, but there's cars everywhere and that really is a pity. So many parts of the city would really benefit if the interests of car drivers were balanced against other interests, including those of pedestrians and cyclists. And second, there's many good initiatives to make cycling safer, but many of these are negated by other policies. What is the use of a cycle lane if you have to weave in and out of traffic because cars are allowed park on it? Or if they are so full of holes that you can't cycle on them? Awesome that many roads are now 20mph, but if that isn't enforced in any way, car drivers just keep driving 30	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
122	Cycle lanes need huge improvement. Too often cars can park on them from 6pm onward, and there are big potholes.	
123	Every time that development occurs in Edinburgh which favours walking and cycling, it greatly improves the area in terms of how it feels to live or use that area. On top of this, it improves the health prospects of people in Edinburgh and reduces pollution.	
124	Really pleased with the work the city has done but would strongly encourage that the momentum is kept up for improving the health of our community.	
126	Needs a direct cycle route from George Sq to KB, which in turn needs a railway bridge at the bottom of South Lauder road. Trams have made city centre cycling too dangerous to contemplate. Sensible cycle route between Haymarket and the Meadows is conspicuously missing. 20mph limits don't seem to helped anything, but make drivers more rushed/aggressive.	
127	Please keep going there is so a tiny level of safe segregation in place today and it needs to be hugely accelerated to make t the needed difference to the volume of cycling.	
130	Spending money on the routes as this one would be irresponsible and inappropriate waste of public funds. That may result in road accidents and deaths which otherwise could be prevented. The lack of focus on cyclists safety, incompetence and mismanagement have already resulted in a death of a student after her bicycle's wheel got stuck in the tram track. The bad design of the cycle path running along the tracks was known for years, yet the Council was spending money elsewhere, with more dangerous and useless designs. The cycling improvement funds must be spent on the most congested and dangerous roads and junctions first. Avoiding cycling related incidents and deaths must take priority. The managers and the councillors supporting the existing and planned 'improvements' should not be trusted. Edinburgh needs a meaningful cycling improvement strategy with a focus on safety not 'mileage' of already safe and quiet roads.	
131	Conditions for cyclists have improved in recent years but there is still a very long way to go to become a proper cycling city such as Amsterdam and Copenhagen.	
132	Edinburgh is a very easy city to get about with public transport and walking. If cyclists obey the rules of the road and pavements (they should not ride on pavements as they do regularly) there is no problems in Edinburgh, especially in the South Side!	
134	Need more segregated lanes in middle of town. Old railways are great but not well linked between East/West. The Edinburgh Park cycleway alongside the tram into town is brilliant until half way where it seems to just dump you onto the A8 with little signage? Holyrood park cycle lane is terrible.	
135	Civilized countries like the Netherlands and Denmark have shown how easy it is to create safe environments for people. There is no excuse not to do it now.	
136	See above for my comments. I am concerned that cyclists and sometimes pedestrians are not as accountable for dangerous or illegal manoeuvres as motorists.	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
137	the main problem is the busy streets and junctions. Large parts of Edinburgh have no segregated cycle lanes. The new cycle routes are either safe already or they do not get any safer than before. The example would be Kings Building to George Square 'quality' bike corridor which is just a red paint under parked cars.	<p><b>All general points shall be considered in the Council's future plans and strategies. Comments relating specifically to the scheme design are not covered here. Instead they are responded to in the subsequent sections about the specific design proposals.</b></p>
138	I walk a lot but streets have so many parked cars that it is difficult to maintain cycle lanes.	
139	The surface of a large number of roads and bike lanes in the city center has a *very* uneven surface: deep potholes, misaligned or missing manhole covers, badly filled roadwork trenches. The worst example I can think of is Rankeillor St. with about 25 unavoidable potholes or depressions in about 150m. Because of these conditions, commuting by bike in Edinburgh requires a lot of concentration and patience. However, it works, is definitely getting better!	
141	Please block up city-centre roads to through-traffic, except buses & bikes (filtered permeability). Please employ more people on the active travel team AND GET ON WITH IT.	
142	Keep up the good work. I am looking for continuing bias towards active travel and use of public transport and the reduction of polluting and anti social car use in built up areas.	
143	create more opportunities for active travel in the city and good things will happen	
144	Joining up routes is important to make them useful. For this project to succeed the link with the cycle path in the park needs to be improved. At the moment there is no good (legal) way of getting onto the cycle path on Queens Drive when travelling from Holyrood Park Road - you have to cycle uphill round two mini roundabouts, then either stop on the higher one and lift your bike onto the pavement, or cycle round and the wrong way through the one-way sign at the bottom of the high road round Arthur's Seat. This proposed scheme doesn't seem to resolve this issue. Travelling N along the proposed track on Holyrood Pk Road you get dumped at the entrance to the park on the wrong side of the road - are the sight lines here good enough to allow a safe right turn onto the road? Even if they are, this doesn't seem very friendly. Are less confident riders supposed to get off here and walk through the park to join the cycle track? Have you discussed with Historic Scotland how this could be improved?	
145	Lots more investment needed and some radical changes to road use, cutting down on motor vehicles in the city centre.	
147	Active travel needs to be promoted in Edinburgh to benefit: • Climate change • Pollution and associated respiratory problems • Obesity in all generations and especially the young • Lack of connectedness between people and places especially in the young • Social isolation especially in older people • Lack of opportunities for poorer people More funding is needed to make significant improvements to active travel. The funding that does exist needs to be spent sensibly on schemes that will make real improvements, and not wasted on projects like renewing existing painted cycle lanes, creating infrastructure which causes increased conflict, or routes that people do not want to use. I hope that the new Council will build on the good work of the last, and improve things so that Edinburgh can become a happier and healthier place to live, work and play.	
148	I love cycling to work and think the Meadows is fantastic. I think road surfaces need to be improved dramatically as it is very dangerous - you either have to hit the potholes/drains or swerve them, putting you into the traffic. I would also like to see some of the junctions/crossings improved. The crossing near Buccleuch Terrace across Hope Park Crescent to the Meadows is awful. It is a main cycling route which is very	

Ref I.D.	Any further comments about walking or cycling in Edinburgh	Council Response
	popular but the lights take so long to allow cyclists/pedestrians across that most people jay walk which puts them at risk. I think a lot of commuters would love to see this changed.	

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## Appendix D Detailed responses too long to be included in the tables above

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Below is the feedback from Living Streets in response to the designs proposed in this consultation. The size of their email and the required council response meant it was too large to be legibly formatted into the tables above (Appendices A-C). Instead it is set out below with the Council's responses to each design issue raised included as blue italic text

### Feedback from Spokes (black text) and the Council's Response (dark blue italic text)

#### General Points

1. This is our response to the recent consultation on these proposals. As is normal for SPOKES, we have not used the Council's standard pro forma, but we would be grateful if you could ensure that our response is taken into account in preparing any overview or summary report. Responding to each query in the number points:
2. Although we have a number of detailed comments on the proposals (see below), SPOKES is strongly supportive of the intention to provide a quiet route from Holyrood Park to the Grange area with links into the Quality Bike Route to Kings Buildings. Proposals along these lines have been floated on a number of times in the past and we are pleased that this general intention has now been turned into specific proposals.
3. Although we appreciate that Holyrood Park is outside of the control of Edinburgh Council, we think that it is disappointing that Historic Environment Scotland has not yet been able to consult, in parallel, on proposals for improving the provision for cyclists and walkers in the Royal Park itself. The current provision is very unsatisfactory and creates conflict between walkers and cyclists on the narrow shared path from St Leonards and Holyrood with unsatisfactory arrangements for access and exit. In addition, there is no provision for cyclists linked to the road from St Leonards to Duddingston which is narrow, bendy and dangerous for cyclists. We look forward to further consultation on proposals within the Park on a joint basis between HES and the Council linking in to these current proposals.

*Discussions are being held with Historic Environment Scotland about the potential to improve active travel routes in and through the park.*

4. In the short term, many of the cyclists using this quiet route are likely to live in the Pollock Halls of Residence. Other nearby cyclists regularly use the road through Pollock to get access from the Blacket area to Holyrood Park and the cycle path outside the Park through the Dumbiedykes area. Given the cost and likely delays in implementing the proposed 2 way, protected cycle lane on Dalkeith Rd and Holyrood Park Rd, we suggest the implementation should be taken forward in 2 phases:

- The proposals for the Blacket and West Blacket areas including the crossings of Minto St and Dalkeith Rd
- The proposals for a 2 way, protected cycle lane on Dalkeith Rd and Holyrood Park Rd which should be integrated into the proposals for within the Park itself when these become clear.

*We will consider whether a phased delivery is required, depending on budgets and progression with legal/statutory processes.*

#### Duncan St

5. We support the proposed changes to 1 way priority for motor traffic with 2 way cycling along the whole street. However, simply installing new sign posts is unlikely to ensure conformity to these new priorities given that the existing 1 way street has been in existence for more than 40 years. We recommend 3 additional measures to help with implementation and ensure that the street become safe for 2 way cycling.

- A raised table at the junction between Duncan St and Upper and South Gray Sts so that traffic is forced to reduce speed.
- Replacing the proposed priority for traffic along Upper Gray St and South Gray St with no priority in any direction.

- Instating some physical protection at the western end of Duncan St to give a small area of protected space for cyclists to exit on to Ratcliffe Terrace. (This could be on the lines of the extended curb with a cycle lane in it as at the west end of Rankeillor St or a short protected cycle lane as at West Newington Place – in either case suitably adapted to the specific site). This would prevent traffic turning into Duncan St from swinging into the wrong side of the road at speed in front of approaching cyclists.

*i. We will consider a raised table across the junction.*

*ii. We will consider ways to make the junction slower from all directions.*

*iii. We will consider ways to safely allow cyclists to wait at the western end of Duncan St so that they are not at risk of being side swiped by vehicles. Your suggestions of other locations are noted as possible starting points*

#### Blacket Ave

6. We support the proposal to make the stretch of Blacket Avenue from Blacket Place to Minto St one way from west to east for motor vehicles with 2 way access for cyclists. This stretch of road is potentially dangerous for cyclists. Retaining 2 way traffic would also encourage reverse rat running for motor vehicles through Duncan St and the Gray Sts and, therefore, make them less attractive for cycling.

The Proposed Toucan Crossings across Minto St and Dalkeith Rd

7. We strongly support these proposals which are essential for making the route attractive and usable for cycling and will also be advantageous for walkers going to and from Holyrood Park and the Commonwealth Pool. The precise alignment of the Dalkeith Rd crossing should be designed to ensure that it links into the entrance to Pollok Halls.

Blacket Place – the 2 Options for the Junction with Dalkeith Rd.

8. We strongly prefer option 2 which envisages blocking up this junction to motor traffic as this is much safer for cyclists travelling from west to east. A responsive push button control is essential for the toucan crossing so that cyclists and pedestrians can cross without undue wait.

*Blacket Place / Old Dalkeith Rd. We note your strong preference for option 2 and ensuring alignment with the Pollock Halls entrance*

9. If for any reason, option 1 is selected and access for motor traffic into Blacket Pl continues, then a responsive push button control in Blacket Place itself will be necessary linked to the toucan crossing.

Rebuilding of Raised Table at the Junction of Blacket Ave and Blacket Place with “Cycle Friendly” Setts with a Smooth Surface

*We note your desire for a quick response time at the crossing and resurfaced raised table.*

10. We support this proposal. The current raised table is badly constructed with gaps between the some of the setts which can trap bicycle wheels.

Reversing Priority at the Junction of Blacket Ave and Blacket Place

11. It may be best to have no clear priority at this junction (as suggested for the Duncan St /Gray Sts junction).

New Raised Table on West Mayfield at Junction with South Gray St

*We will consider ways to make the junction slower from all directions.*

12. This raised table may help to slow traffic on West Mayfield but this is already limited by the traffic lights at each end. We doubt if will be more than limited help for cyclists wishing to turn right to get to Ratcliffe Ter and would be content for this part of the proposal to be deleted.

*We will reassess whether the raised table and build out is required. We feel that it may help less confident cyclists and pedestrians at this junction.*

New Protected 2 Way Cycle lane on the South Side of Holyrood Park Rd and the East Side of Dalkeith Rd.

13. We support this ambitious proposal. It would provide an alternative to the current, informal route through Pollock and also offer a protected route towards the East Parkside and Dumbiedykes route to Holyrood Rd. The current right turn exit from Pollock to Holyrood Park Rd is difficult and unsafe and this proposed protected cycle lane together with the new proposed toucan crossing would avoid this. We also welcome the proposed reduction in the number of traffic lanes on Holyrood Park Rd. The proposed width of 2.5m for the cycle lane is the minimum acceptable.

14. On a point of detail, the proposed cycle route ends in a blind spot at the Park gate. If it is built before agreement is reached with HES on a route through the Park, then we suggest that the cycle path should end at the East Parkside toucan.

*We will consider ending the cycleway at the crossing to E Parkside if the scheme is not delivered that the same time as links through the park are improved.*

15. The proposals should also consider cyclists who want to continue along Dalkeith Rd and, therefore, at the entrance to the Pollock Halls we suggest that the current painted, advisory cycle lane should be refreshed to allow cyclists to continue across the gate and link into the bus lane.

*We will consider how best to integrate cyclists back onto Dalkeith Road at the end of the segregated cycleway heading southbound*

Conclusion.

16. We welcome this ambitious and integrated set of proposals for this part of Quiet Route 6 and look forward to them being taken forward in due course. We also ask that you give careful consideration to our additional suggestions for Duncan St (see paragraph 5 above). We would be happy to discuss any of our comments and we would particularly welcome the opportunity to discuss any changes you may be considering in the light of comments from other consultees.

## Feedback from Living Streets (black text) and with Council's response (dark blue italic text)

### **Holyrood Park Road to Ratcliffe Terrace Quiet Route 30 scheme: Feedback from Living Streets Edinburgh**

Holyrood Park Road to Ratcliffe Terrace: general observations.

The route as a whole does not follow any natural pedestrian desire line and as such is clearly intended to generally benefit cyclists rather than people walking.

Our main point is that we think that the scheme as a whole misses an opportunity to re-allocate 'road space' to 'people space', or in other words to prioritise 'place over movement'. While we welcome the reduction of a lane on parts of Holyrood Park Road and Dalkeith Road, the area around the Park and the Commonwealth Pool will continue to feel - and be - dominated by traffic, which is unfortunate in such a unique location. There appear to be no improvements at all to crossing Dalkeith Road - perhaps the biggest obstacle to walking on the whole route. As such, we feel the whole scheme design misses the opportunity to be 'transformative'.

The easterly starting point (at the boundary of Queen's Park) highlights the inadequacy of walking (and cycling) provision in the Park immediately to the east, where there are two small but busy and hostile roundabouts to negotiate. LSEG has campaigned for improved paths and road crossings for people walking throughout the Park. The Council should take this opportunity to encourage Historic Environment Scotland to adopt measures to make walking and cycling safer and more attractive in the Park itself, joining up with this scheme.

Towards the westward sections of the route, the Aecom drawings show much fewer design changes than at the eastern end. For example, there are minimal changes shown to South Gray Street, where we would expect to see at the minimum, continuous footways across side roads like Middleby Road and several access points to residential and business properties. Is this because Aecom propose few changes at these western parts, or because they have yet to complete design work?

The route ends at Ratcliffe Terrace which is a major pedestrian route and one in serious need of full decluttering. We would ask that this should be incorporated into the scheme design.

Between the two junctions of the scheme with Ratcliffe Terrace (West Mayfield and Duncan Street), the busy pavements are also very narrow in places - only 1.6m wide on the west side just north of Fountainhall Road. Widening pavements in this section of Ratcliffe Terrace should be included as part of the scheme.

There are several locations (junctions of Dalkeith Road/Salisbury Place and Dalkeith Road/Blacket, Place and much of Duncan Street) where the pavement has a clear space of less than 1 metre; this means that the streets cannot be used by someone using a wheelchair. Unless these deficiencies are addressed, we believe that the scheme would breach the Equality Act.

We are unhappy to see repeated proposals for cyclists to use pavements at crossing points, eg at the junctions of Holyrood Park Road/East Parkside, Dalkeith Road/Holyrood Park Road, Dalkeith Road/Blacket Place and Minto St/Blacket Avenue/Duncan Street. This designs conflict between pedestrians and cyclists into the scheme.

No cycle parking is shown; if it is intended to provide cycle parking (for which we expect to see a demand), the locations need to be carefully considered and pedestrian desire lines avoided; this has been a serious weakness in many recent cycle parking installations. Cycle parking should ideally be on the carriageway, or in open spaces such as in front of the Commonwealth Pool.

We are not necessarily convinced that two-way cycle path (south side of Holyrood Park Road, east side of Dalkeith Road) is the best solution; a one-way cycle path (on each side of the road) should be considered. This may be easier for both pedestrians (who do not have to look both ways) and for cyclists. This raises wider questions about the strategy for improving cycling infrastructure which we appreciate needs wider discussion.

#### Holyrood Park Road to Ratcliffe Terrace: location-specific observations

These observations relate to specific changes which we would like to see to the initial design; in general, we are therefore happy with the proposals except where stated above or below.

#### Holyrood Park Road:

- The ('Copenhagen-style?') kinks in the cycleway on the south side divert the pavement away from the pedestrian desire line and should be avoided unless there are compelling reasons otherwise.

#### Junction of Holyrood Park Road with Dalkeith Road

- We are disappointed to see no apparent improvement for pedestrians at this extremely important and pedestrian-hostile signalled junction, both north-south (across Holyrood Park Road) and east-west (across Dalkeith Road). The scope for such improvements appears not to have been considered at all.

- We think that the cobble drainage 'ditch' on the north side of Holyrood Park Road at this junction should be replaced, as it is a significant barrier for disabled people.

#### Dalkeith Road

- We have previously stated our opposition to the introduction of any more 'floating bus stops' until an effective monitoring and evaluation process has been carried out on their impact on Leith Walk. In the absence of any progress on this to date, we are therefore unhappy with this proposed feature. Some southbound cyclists at this location are likely to be travelling downhill at high speeds and this also needs to be taken into account in design of the cycle path.

- The west side of Dalkeith Road appears to have been completely ignored in the design. The pavement is badly cluttered and should have continuous pavements installed eg at the entrance to the Salisbury Arms.

#### Junction of Dalkeith Road with Salisbury Place

- Major improvement is required at this junction, which is a fairly busy street but the southern pavement is only 80cm wide at the guardrails at the eastern end (pictured). The pavement itself is only 1.25m wide.

#### Blacket Place

- the maximum width of the pavement at the entry to Blacket Place is only 90cm which of course is unacceptable, not only failing to meet Street Design standards, but also excluding wheelchair users. We think that this can only be addressed by adopting option 2 (stopping up the street at this point).

- on the south side of Blacket Place, immediately to the west of the Dalkeith Road junction, there are two access points with no dropped kerbs (pictured) - the footway should be widened, extended and made continuous.

- There is no tactile paving at the crossing of Dryden Place.

- The opportunity should be taken during the works, or their planning, to inform frontagers of their responsibility to cut back vegetation that overhangs or narrows the footway, which is a significant problem in places. It is important to include this kind of intervention to make streets for people-friendly, as well as infrastructure.

#### Blacket Avenue

- The drawings incorrectly show a pavement on the north side of this street. Vegetation encroachment is an issue on the southern side.

#### Duncan Street

- The pavements along the length of this street are inadequate, being only 1.3m and 1.2 m wide on the north and south sides respectively to the west of Minto Street. Because of various poles and lamp posts, neither side of the street is currently wide enough for a wheelchair user to use it and this must be remedied.

- There are no dropped kerbs at the South Gray Street junction. The pavements on the westernmost part of the street near the Ratcliffe Terrace junction are also much too narrow.

- A continuous pavement needs to be installed at the Hendry and Macdonald garage access.

#### South Gray Street

- Numerous continuous pavements should be installed at access points and junctions on this street; we do not understand why Aecom have not included these in the proposals.

#### West Mayfield

- A continuous pavement is required at the massive bell mouth access between number 12 and 14 on the north side of the street near the Ratcliffe Terrace junction.
- We assume that there are no plans to improve the signalled junction at Ratcliffe Terrace for pedestrians? This would be a missed opportunity as the signal phasing is not currently walk-friendly.

#### Conclusion

The scheme highlights the need to complement projects like this aimed at improving cycle routes with a programme specifically to improve major routes which pedestrians want to use in the city. We are disappointed that the proposals are not more ambitious in terms of giving priority to 'place' over 'movement'. Nonetheless, we welcome a number of incidental improvements along the route, especially the use of continuous pavements, and assume that all streets will be subject to rigorous application of the Street Design Guidance as set out above.

#### Council Response to the Living Streets Edinburgh Feedback

1. *The project is a cycling scheme funded through the cycling budget. This budget was agreed by Council Committee to be for cycling improvements. The main purpose of the scheme is to deliver a key section of the QuietRoute Network, which, as set in the Active Travel Action Plan, "seeks to make travel by bike attractive to many more people"<sup>1</sup>. As such, we believe it is right that the scheme is primarily focused on improving conditions for cycling. That said, we do look to make pedestrian improvements along the route wherever possible within the parameters of the budget and other site constraints.*

*We are also undertaking, as has been mentioned to Living Streets previously, a group of walking schemes which are focused on improving conditions for walking. These are funded from the walking budget. However, due to loss of two successive project managers and the delay in getting replacements (outside of the Active Travel Team), these projects have not progressed as quickly as the cycling schemes.*

2. *The extent of the cycle scheme is restricted to the eastern side of Dalkeith Road. Re-configuring the entire Dalkeith Road/Holyrood Park Road junction was initially considered. However, this would be considerably beyond the budget allocated to the project and would be unlikely to significantly benefit the cycle route. As such, we did not consider it justifiable within the bounds of the project as a cycling scheme. In addition, we believe that the following improvements will be highly beneficial in reducing car dominance and increasing active travel priority:*

- a. *On Holyrood Park Road*

- i. *Major reduction in carriageway space to increase footway width and a segregated cycleway*
- ii. *Removal of parking spaces*
- iii. *A new toucan crossing*
- iv. *Raised table crossings of all side roads*

- b. *On Dalkeith Road*

- i. *Removal of road space to extended cycle/footway*
- ii. *Improved signalised crossing of Dalkeith Road to Blacket Place, creating a better desire line*
- iii. *Raised table crossing of Blacket Place.*

- c. *We are also proposing a number of crossing improvements through the Blackets area which improve pedestrian desire lines and safety.*

3. *The designs have been developed with cognisance to the Edinburgh Street Design Guidance. This is reflected in aspects such as the segregated cycleways and crossings positioned close to junctions. The guidance is new and the detailed technical factsheets are still being finalised. Applying the guidance to existing streets will inevitably involve some trade-offs, for example any changes need to fit within the overall existing width of streets. Therefore, though the guidance is clearly the starting point for all street design in the city, and the intention is to increase the priority given to pedestrians and cyclists, it may not always be possible to comply with standards involving specified widths.*

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<sup>1</sup> Active Travel Action Plan, 2016, City of Edinburgh Council, Edinburgh



4. All of the improvements are considered and deliberate with careful thought given to cyclists, pedestrians and all other user groups.

**Key Points of Detail**

- i. Pavement widths
- a. Geographic extent of the project is up to Ratcliffe Terrace, where the cycle route joins QuietRoute 6. Including the footway widening of Ratcliffe Terrace proposed by Living Streets is therefore beyond the scope of this project.
- b. It is our understanding that the requirements under the Equality Acts is set in the context of what is reasonable and proportionate to the scheme in question. In the context of this project, at each location where we are making changes to the footway or carriageway, we are ensuring that the footway is either wider than currently or does not fall below 3m. This meets the ESG requirement for strategic and secondary streets (which is the street classification for Dalkeith Road and Holyrood Park Road) of absolute min. 2.5m general min 3m and ensuring a clear footway space of at least 1.5m.
- It should also be noted this includes widening the entire southern footway of Holyrood Park Road and the eastern footway of Dalkeith Road where it is within the extent of the cycle route. This particularly addresses the areas of highest footfall along the route, from Pollock Halls, Holyrood Park and the Commonwealth pool.*
- We do not consider it to be reasonable for a project to upgrade all footways along sections of a route where no other physical changes to that length carriageway/footway are being made, such as along Blacket Place. Nor do we think it reasonable for a scheme to upgrade footways on nearby streets where the cycle route does not go, such as Salisbury Place. We shall however consider whether upgrades can be made for pedestrians trying to cross the Salisbury Road/Dalkeith Road junction.*
- ii. Shared use areas at crossings are standard accepted practice in all leading design guidance, such as Cycle by Design and the Edinburgh Street Design Guidance. This is a commonplace way of designing crossings which are for pedestrians and cyclists and is used widely throughout Edinburgh. We have no conclusive evidence to suggest that they lead to significant conflict between cyclists and pedestrians when designed with sufficient space and clear markings. This design complies with these parameters.
- iii. Whenever the Active Travel Team does install cycle parking, careful consideration is given to avoid pedestrian desire lines.
- iv. Implementing a 'with flow' one-way cycleway on either side of the road was considered in detail. However, it was not taken forward for the following reasons:
- a. It would significantly increase costs, both in the construction of the cycleway (due to additional civils works and materials) and because it would almost certainly require a major redevelopment of the Dalkeith Road/Holyrood Park Road junction.
- b. Under a one-way with flow layout, the cycleway would have to pass a parade of local shops, which is challenging in terms of loading and parking, as we have recently witnessed at Roseburn.
- c. If a one way, with flow layout was implemented it would very likely require a two-stage crossing at the junction of Dalkeith Road/Holyrood Park Road. This would incur quite a considerable time delay for cyclists compared to current proposed scheme layout, which is a single stage crossing of Dalkeith Road at Blacket Place. Trying to implement a single crossing of the Dalkeith Road/Holyrood Park junction would be very challenging due to the traffic volumes including a high number of bus services. As such, cyclists on the route are better served by the current design. Overall, we do not consider that pedestrians are disadvantaged by the current design as the footway widths alongside the cycleway are increased and the western footway of Dalkeith Road remains unaffected.
- d. In terms of the wider cycling strategy, we believe the current design meets all the ATAP objectives of providing, easy to use, direct, high quality infrastructure that will make cycling attractive to all users and particularly those who are new or less confident cyclists.
- v. The Active Travel team is already working very closely with Historic Environment Scotland (HES) to develop better walking and cycling routes through the park. Due to the historical and environmental sensitivities and regulations within the park this section of the route has had to be developed separately and on a different timescale to the 'Holyrood Park to Ratcliffe Terrace' scheme. However, the two schemes are being designed by the same team and with total cognisance of each other. When the plans for Holyrood Park are ready, there will be public consultation regarding the plans for Holyrood.

## Feedback from a local resident (black text) with the Council's response (blue italic text) –

1. I was interested to note that in their comments on this proposal, the starting point for both the Southside Community Council and the Southside Association was to question whether the large-scale re-engineering of the roads and the associated expenditure was necessary, desirable, or good value. The City Council should certainly review the whole approach before committing to the currently proposed scheme.

*1. The budget for the scheme is from the cycling capital budget, which is approved by committee for 2017/18. The route will deliver a key link in the Council's QuietRoutes Network. This is a core action within the Active Travel Action Plan, which in turn is a fundamental element of the Council's Local Transport Strategy. As such this scheme helps to deliver on a key Council policy.*

2. If the currently proposed scheme is to go ahead, it must not be implemented unless a completely complementary scheme is implemented at the same time within Holyrood Park. If the current proposal were implemented alone, as shown on the consultation drawings, the result would be a dangerous disaster at the Park gate unless Historic Environment Scotland comes up with a matching plan for a segregated, bi-directional cycleway and a segregated footpath within the Park. I fully appreciate that the City Council has no control over what Historic Environment Scotland does, or does not do, within Holyrood Park. However, the City Council does have complete control over the timing of the implementation of the Holyrood Park Road section of this scheme that would interface to the provision within the Park.

*2. We do plan to extend the route into Holyrood Park. This is currently under discussion with Historic Environment Scotland. We should have made it clearer that the current consultation is for the section up to park. If the section up to the park is delivered first, then the route will be terminated at the crossing which links to East Parkside. The route would include an entry point to the cycleway to the North of crossing for Southbound cyclists. This is to avoid conflict at crossing and provide a segregated cycleway on the uphill section of Holyrood Park Road, where cyclists are most likely to be overtaken by vehicles.*

3. Apart from a new segregated cycleway and a new segregated footpath within the Park, a safe interface would require some substantial changes to the east side of the Park gate. It would be difficult to accommodate the proposed bidirectional cycleway (2.5 metres wide) between the large pillar and the smaller pillar in their present positions as the distance between these pillars, measured at the base, is only 2.06 metres. In addition, there is a substantial overhang in the ironwork at cyclists' head-height, so the usable aperture is considerably narrower. This aperture would, however, probably be adequate if the proposed bidirectional cycleway were instead a single-track cycle-track only for south-bound (from Park) cyclists with a corresponding north-bound (to Park) single-track cycle-track on the west side of Holyrood Park Road. The aperture between the small pillar and the wall is 1.55 metres wide. This is considerably less than the width of the proposed footway, but is at present considered adequate and presumably meets all legal requirements. If these apertures have to be increased, the only option would be to move the boundary wall of Pollock Halls the required distance east. That would add considerably to the cost of the proposed project and would obviously need the agreement of Edinburgh University.

*3. Creating sufficient width for people on foot and bike to enter and exit the park safely will be part of the design of the section of the route within the park.*

4. The changes proposed at the junction of East Parkside with Holyrood Park Road cause considerable concern. The intention is to have a continuous raised footway across East Parkside on which pedestrians would have priority at all times. Because of the pedestrian priority there would be a "Give Way" line on the East Parkside side of the raised footway. Vehicles leaving East Parkside would have to give way to pedestrians before proceeding to a second "Give Way" line at the traffic junction with Holyrood Park Road. Vehicles turning south (up Holyrood Park Road) would then have to negotiate the new pedestrian and cyclist crossing that is proposed immediately south of the junction.

5. Of greater concern is the "Give Way" line that would be on the Holyrood Park Road side of the raised footway, where traffic turning into East Parkside would be expected to give way to any pedestrians using the footway. The "Give Way" is marked by two inward-pointing triangles painted on the sloping face of the raised footway. We were told at the Consultation Event held in Newington Library that such inward "Give Way" features were common in Edinburgh, but I have never yet seen any vehicle comply at one - no sensible pedestrian would risk assuming priority on the raised footway. In fact these inward "Give Way" features on raised footways are so important in Edinburgh that the City Council has allowed nearly all of the warning triangles to fade to near-invisibility and has certainly not kept the triangles well painted. It is of equal concern that I could not find anything about "raised footways" in the current UK Highway Code - no wonder most drivers ignore them. But this is dangerous.

*4&5. Expert findings from where continuous footways have been recently implemented in the UK suggests that unless there is high number of pedestrians compared to vehicles and/or a segregated cycleway, then continuous footways may not be appropriate. Based on this we considering only retaining continuous footways at certain locations (see section 7.1).*

6. It is proposed to change the south corner of the junction of East Parkside with Holyrood Park Road from its present gentle curve to an over-square sharp corner. The present curved bullnose would be extended and replaced by an acute-angled corner. This would make it impossible for any larger vehicles, including many saloon cars, to turn left from Holyrood Park Road into East Parkside without sweeping across into the north lane in East Parkside. It will be interesting to see how the City Council's bin lorries cope with this obstruction. When I raised concern about the redesign of this corner, and its implications for road safety, I was told this would not be an issue because larger vehicles would not be making that unavoidable manoeuvre with sufficient frequency to constitute an unacceptable safety hazard.

*6. Analysis has been undertaken which tracks the manoeuvres of all vehicles which enter the site. This has shown that all cars will still be able to use the junction as currently. The largest conventional vehicles, such as bin lorries, which access East Parkside at low frequency (around once every few days) will still be able manoeuvre through the junction. When manoeuvring, they may have to overrun the opposing carriageway of East Parkside. Given the 20mph speed limits, low levels of traffic and good sightlines, this is in accordance with the Council's Edinburgh Street Design Guidance. It will slow entry and egress thereby helping to increase pedestrian safety and reinforce the raised table.*

7. The reason for creating this over-square corner on the south side of the junction is to accommodate shared space for cyclists and pedestrians, both of whom will want to use the new crossing over Holyrood Park Road, a crossing that is to be positioned immediately south of the East Parkside junction. The "Proposed Layout" in the Consultation Drawing shows the shared space demarcated by a white line. But such is local experience of cyclists riding round that corner on that sloped section of footway (which is presently intended only for pedestrians!), that one can have little confidence in the white line having much effect on increased numbers of cyclists who will use that section of footway. This will create an unnecessary dangerous situation for unsuspecting pedestrians, especially those who are walking north towards the Park over the raised footway.

*7. Where white segregation has been included on some of the busiest paths in Edinburgh, such as the meadows, it is the Council's view that the majority of both pedestrians and cyclists adhere to the marking and that this creates a more legible and safer environment for all users.*

8. The proposals for Holyrood Park Road are presented as involving the loss of only 11 parking spaces, i.e. the spaces in the Council-controlled, designated parking bay on the east side of Holyrood Park Road immediately south of the Park gate. But this completely misrepresents the real effect the proposals would have on parking in Holyrood Park Road, i.e. on Saturdays and Sundays when parking is currently allowed on all the single yellow line sections of the road. On a recent, quite typical Sunday I made a count of the cars parked in the permitted (single yellow line) sections of Holyrood Park Road: 30 along the east side; 28 along the west side. Of those 28 on the west side, only 11 were in the bay alongside the Scottish Widows site. Although there are some single yellow line sections in the "Proposed Layouts" for Holyrood Park Road, significant numbers of cars would be displaced. Where are they to park?

*8. In order to deliver a safe, convenient walking and cycling route, we believe these parking reductions are required. Delivering safe routes for cycling and walking is an important aspect of the Council's strategy to reduce car use and increase walking, cycling and public transport, as set out in the Local Transport Strategy. Though less people may be able to park near to the Holyrood Park, the Council believes this is offset by more people being able to access the park on foot and by bike. There are no reductions to resident parking bays.*

9. On a recent, quite typical Saturday morning I observed both car parks serving the Royal Commonwealth Pool. Both car parks were full and over-flowing: drivers were driving round and round waiting for the next space to be vacated. In addition, in the large car park, there were cars parked on the footpaths, on the grass and on the hatched "No Parking" areas. At the Consultation Event it was suggested that the Royal Commonwealth Pool could increase its car parking capacity to accommodate (some of) the displaced cars. But the only spaces that could be converted are the green space in front of the RCP building and the green space that is landscaped close behind the building. There would be (or should be) a considerable outcry if anyone seriously proposed to Tarmac the presently grassed area in front of the RCP to turn it into a car park accessed directly from Dalkeith Road. Those who make such proposals need to be reminded that the Royal Commonwealth Pool is a Grade A Listed Building. It would also be undesirable to reduce the size of the landscaped area behind the RCP building, though the effect of that would be less visually intrusive.

*9. As part of this scheme, the Council is not considering converting the grassed area that you have highlight into a car park, nor are we proposing to alter the layout of the Commonwealth Swimming Pool's car park.*

10. Even if the Royal Commonwealth Pool did increase the car parking capacity, that would address only part of the displaced car problem because significant numbers of the families who park their cars on Holyrood Park Road on Saturdays and Sundays have come to visit Holyrood Park, not the RCP. The pressure for parking space on Saturdays and Sundays is such that it is not uncommon for several vehicles to be parked within the zig-zags at the pedestrian crossings on both sides of Holyrood Park Road. This is, of course, illegal (because it is dangerous), but that does not stop drivers from parking there when all the permitted spaces are taken. This illustrates the reality of the pressure for parking in Holyrood Park Road to access the Royal Commonwealth Pool and Holyrood Park - a reality that is unlikely to change.

*10. Please see our response to question 8 regarding how the scheme aligns with the Council's Local Transport Strategy.*

11. The proposed changes would also remove all the parking spaces presently used by coaches serving students and visitors resident at Pollock Halls. This is especially obvious at Festival time when large numbers of coaches are used to transport participants in the Tattoo. When all the coach space within Pollock Halls is full, coaches park nose-to-tail along the whole of the section on the east side of Holyrood Park Road from the Park gate to the entrance to Pollock Halls.

*11. We have fully consulted with Edinburgh University who did not raise an objection to this aspect of the scheme. Their site has places for coach pick up and drop off. Coaches waiting for extended periods do not have to wait at this location, but can come here only when at pick up/drop off time. We believe this is a more efficient use of the street space which a higher quality and safer pedestrian and cycling environment all year round.*

12. There are similar parking issues for the coaches bringing school children to the Royal Commonwealth Pool. These coaches park on the east side of Holyrood Park Road so that the children do not have to cross the road. Sometimes there may be enough space to accommodate one coach in the (single yellow line) bay on the west side of Holyrood Park Road, but that bay usually contains several cars whose drivers have Blue Badges and work at Scottish Widows. And of course, if these coaches continued to stop where they presently stop to allow the children to alight, the children would be discharged straight into the bi-directional cycleway as there is no footway on the west side of the proposed cycleway - not a safe practice.

*12. There remain areas of single yellow lining on both the east and west side of the street where pick up/drop off could occur. There is a proposed separation strip between the road and the cycleway permitting people to safely access/egress vehicles, we shall re-assess whether this strip can be widened to make it more user friendly for people alighting from all vehicles and particularly coaches. We shall also investigate whether there is sufficient turning space for coaches within either of the Commonwealth Pool car park.*

13. Similar safety concerns arise from the proposal to allow parking at unrestricted times (single yellow line) on sections of the east side of Holyrood Park Road, alongside the proposed cycleway. The doors of many saloon cars will protrude one metre from the side of the vehicle, and many 4x4 vehicles have even larger doors. If vehicles are allowed to park alongside the proposed cycleway, the doors will open directly across the cycleway and effectively block it. These car doors are frequently open for several minutes at a time as adults deal with small children (getting them out, strapping them in safely), buggies or dogs (or all three!). Quite apart from the risk of a door being opened without warning, what are the cyclists supposed to do when they find the cycleway blocked by car doors? Perhaps they will bump up on the footway!

*13. Please see our response to point 12, this is another key function of the separation strip. There will be some occasions when the cycleway will be temporarily blocked for vehicle access, we believe that this temporary delay is minor compared to gains for cyclists from the cycleway. Our view is backed up by the high levels of support for the scheme.*

14. The proposed parking restrictions along Holyrood Park Road require clarification. Mistakes in the original "Existing Layout" plans were corrected and are now shown correctly on the currently available on-line Consultation Drawing. Corresponding changes were made to the "Proposed Layout" plans. However, the Consultation Drawing shows only two levels of parking restriction: "Single yellow line restrictions – No waiting Mon-Fri 8:30 am - 5:30 pm" and "Double yellow line restrictions – No waiting at any time". However, in several places there is a need for the "Double yellow line, double blip" restriction, i.e. "No waiting at any time – No loading at any time". This will be essential to prevent all vehicles (including Blue Badge holders) from parking and all vehicles from loading. (Blue Badge holders must be included in this restriction because some Blue Badge holders do currently park on the double yellow lines immediately south of the East Parkside junction where they cause a dangerous visual obstruction.).

*14. We shall consult with the Council's locality road engineers to see if they consider the need for additional 'double blip' designations to ensure a safe road environment along Holyrood Park Road.*

15. The most obvious requirement for this total prohibition on parking and loading will be on the west side of Holyrood Park Road on the west side of the repositioned small traffic island where the north-bound traffic lane would be only 3.55 metres wide and so would be blocked completely if an ordinary saloon car (2 metres wide) were able to park there. Other places where such total restrictions should be considered include:

- Both sides of Holyrood Park Road, immediately south of the Park gate.
- Both sides of East Parkside, section immediately west of the proposed raised footway.
- On the north and south sides of the access to Pollock Halls.
- On the north and south sides of the access to the RCP small car park.
- On the east side of Holyrood Park Road, from the junction with Dalkeith Road north to the inflection point in the line of the kerb.

These suggestions are made because vehicles have been parked in all these positions (except the first) where they either caused a physical obstruction or a dangerous visual obstruction.

*15. At the first location you raise, there are double yellow lines, so no vehicle should park there. Considering the rest of the site, we do not consider that double blips are required as it is a traffic offence for any vehicle to entirely block the carriageway. Thus there is no requirement for additional regulatory markings to prevent what would already be an illegal act. Where there are two lanes we do not consider that temporarily parked/loading, vehicle will be significantly detrimental to traffic flow as passing the parked vehicle will be possible. We also note that as there are no frontages on this street, loading is unlikely to be frequent.*

16. There is also a parking issue associated with the small triangular area immediately north of the entrance to the Scottish Widows managers' car park (not labelled on the Consultation Drawing). There is space here for two cars to park without intruding onto the west lane of the current two-lane carriageway. But such is the pressure for parking space on Saturdays and Sundays that three cars are usually parked on the triangle, with result that about half of the north-most car protrudes over the broken white line into the west lane of the carriageway. This does not cause a major obstruction at present because the carriageway has two lanes. But under the Proposed Layout the north-bound carriageway would be single lane and the south end of the repositioned traffic island would be in line with the north end of the triangle. So if a third vehicle were parked at the north end of the triangle, protruding over the broken white line, there would be a significant and dangerous obstruction. Some way would have to be found to prevent that.

*16. Enforcement of vehicles not parking such that they obstruct the carriageway is outside of the powers of the council and rests with the police. It may be the case that because currently there are two running lanes people feel they can let their parked vehicles overhang the carriageway without causing major disruption. As such once this there is only one running lane this behaviour may cease. Once constructed, we shall re-assess whether this is an issue and whether further action is required.*

17. The Proposed Layout for the northern section of Holyrood Park Road shows three ramped accesses from the carriageway to the segregated cycleway, all of which will be where parking will not be allowed at any time (double yellow lines). But the Proposed Layout for the southern section of Holyrood Park Road shows two ramped accesses which will both be where parking will be permitted on Saturdays and Sundays (single yellow line). This seems illogical when the accesses will be blocked by parked cars. It is also far from clear why anyone would want an access from the carriageway to the segregated cycleway at any of these points.

Regular ramped access to the cycleway is in accordance to the Edinburgh Street Design Guidance, which in turn is based on best practice cycle design. These are provided so that cyclists have multiple access options to and from the cycleway. These may be useful if a cyclist wishes to head West onto Dalkeith Road and would like to join to the carriageway before the junction because there is a break in traffic.

*17. We will consider changing the single yellow lining at the cycle access ramps to double yellow lines, however we are aware of parking demands here and thus may decide that occasional limited access, due to parked cars, at these locations is acceptable.*

18. The Proposed Layout for the southern section of Holyrood Park Road shows that the zig-zags in the east-most lane on the south (exit) side of the pedestrian crossing near Pollock Halls would be shortened from the present eight zig-zags to only two zig-zags. This is dangerous, even on the exit side of the pedestrian crossing. No parking should be allowed so close to the crossing. In terms of overall road safety it must be recognised that, despite the 20 mph limit being in place locally since 28 February 2017, most traffic using Holyrood Park Road still travels at nearly 30 mph, with occasional vehicles still travelling at nearly 40 mph.

*18. Reducing the zig-zags on the downstream side of the crossing is permissible under the Edinburgh Street Design Guidance. Since the crossing has two stages, with a waiting island, the reduction in zig zags should not reduce sightlines of on-coming (upstream) vehicles. As such there should not be a reduction in safety.*

19. The submission from the Southside Association draws attention to the problems caused by large A-frame temporary traffic signs that frequently adorn the footways in and around Holyrood Park Road. The Association suggested that special poles might be erected to carry such signs. If that solution were to be adopted, the poles must be removable as neither I nor, I know, many other residents, want yet more permanent street clutter. The City Council has made provision for such “install when needed” poles in Dalkeith Road and that approach should be taken for any new poles to carry temporary signage.

*19. We shall be undertaking signage de-cluttering as part of the project to try and make the pavements as clear as possible.*

20. One of the unintended consequences of the proposed scheme would be the removal of several permanent signs relating to parking, including the ticket machine. The removal of the signs and their associated poles would significantly enhance the visual appearance of the approach to the gate to Holyrood Park. Any new “No Waiting” or “No Waiting – No Loading” signage that is required to comply with traffic regulations could be provided as small plates attached to the stone walls on either side of the Holyrood Park Road, as for example, currently at the entrance to the RCP small car park. That would be a great improvement. Then we would ask the City Council to use its influence to persuade Historic Environment Scotland to relocate the “No Coaches – No Lorries” sign from its present inappropriate position in front of the Park gate to the appropriate position at the first roundabout within the Park. That sign is in the wrong place because it has created an unnecessary traffic hazard, as we have repeatedly told Historic Environment Scotland over a period of several years. But instead of listening to local residents, with relevant experience, Historic Environment Scotland proposes to add to the visual intrusion by adding a pictogram to the existing signage that in effect would say “Keep out of the Park but proceed to the roundabout to turn and come back out”. Totally illogical – and visually very intrusive in a sensitive position. The opportunity for significant improvement should not be missed.

*20. As mentioned we shall undertake signage decluttering and wherever new signage has to be installed we shall seek to minimise its impact both visually and on the pavement. Will be discussing signage in the park as part of the separate scheme that we are developing with Historic Environment Scotland.*