

7C+8A



# The Meadows to Castle Terrace Walk and Cycle Improvements Consultation Report

April 2018

# Table of Contents

1	Introduction .....	2
2	Proposals.....	2
3	Forms of Consultation.....	7
4	Stakeholder Consultations .....	8
5	Public Consultations .....	9
6	Online Survey Consultations.....	10
6.1	Level of Support for Improving Cycling and Walking Conditions.....	10
6.2	Level of Support for Proposals.....	10
6.3	Survey Respondent Demographics .....	12
6.4	Demographics of Support for Proposal .....	13
6.5	Online Survey – Key Issues.....	14
6.6	Preferred Mode of Travel.....	17
6.7	Consultation Summary.....	18
7	Design changes based on consultation .....	19
7.1	Next Steps .....	21
	Appendix A - Stakeholder Consultation Comments .....	22
	Appendix B - Full List of Public Consultation Comments.....	28
	Appendix C - Full List of Online Survey Text Comments.....	34
	Appendix D Detailed Response to Living Streets email .....	75

# 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. This is being accomplished through four design stages: feasibility, preliminary, detailed and construction design exercises. At each stage CEC and AECOM are undertaking a range of consultation and community engagement with stakeholders.

This report summarises the consultation undertaken during the preliminary design stage of walking and cycling improvements to QuietRoute 6; The Meadows to Castle Terrace.

## 2 Proposals

The proposals are shown on the drawings below and include the following improvements between The Meadows and the city centre:

- Improvements including upgraded crossings to the junction between Chalmers Street and Lauriston Place;
- A segregated cycleway on Lauriston Place;
- A segregated cycleway on Lady Lawson Street;
- Upgraded crossing infrastructure at the junction of Lady Lawson Street and West Port;
- A segregated cycleway on Castle Terrace; and
- An improved crossing on Lothian Road at Festival Square / Grindlay Street for people walking and cycling.

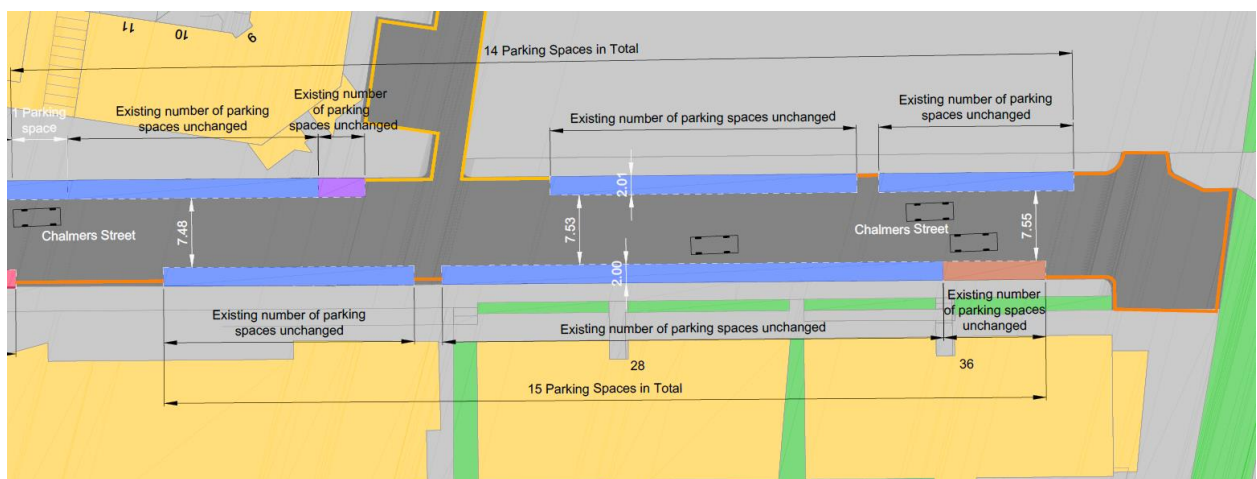


Figure 1 Southern Chalmers Street proposals



Figure 2 Northern Chalmers Street proposals



Figure 3 Lady Lawson Street and Lauriston Place proposals



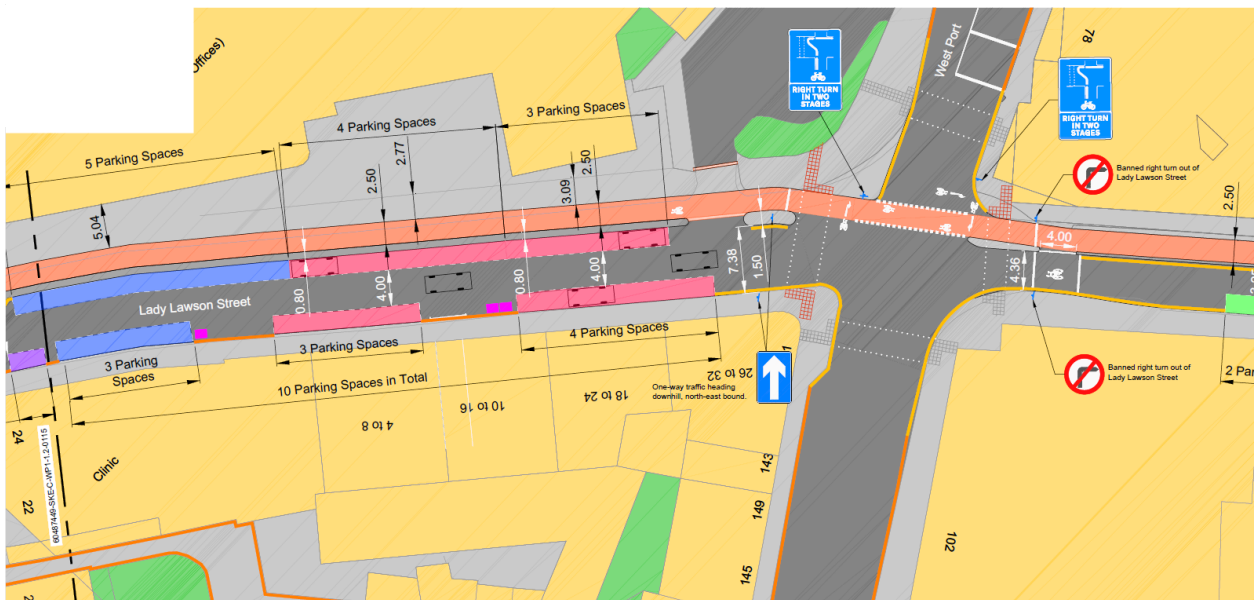


Figure 4 Lady Lawson Street at West Port proposals

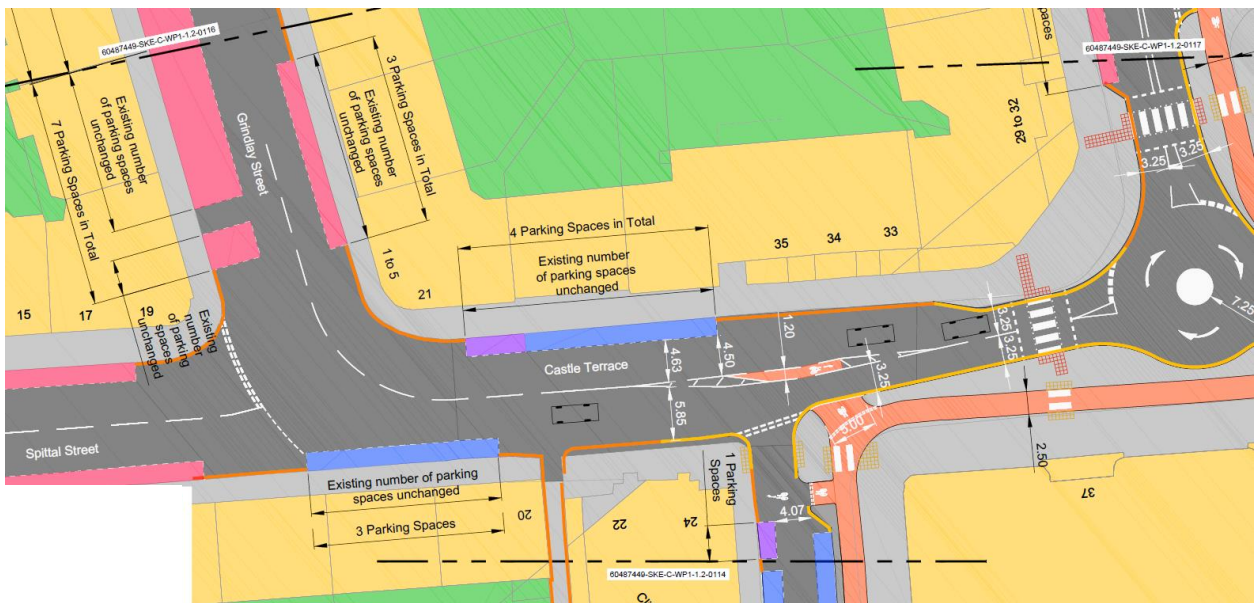


Figure 5 Castle Terrace proposals at Lady Lawson Street



Figure 6 Grindlay Street proposals

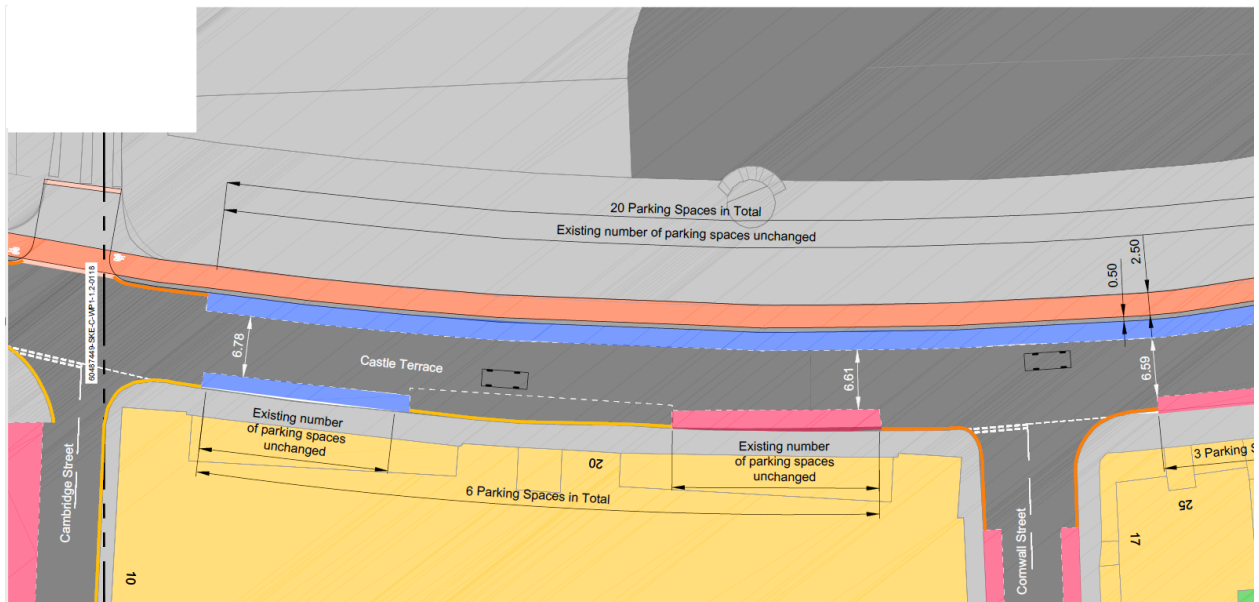


Figure 7 Castle Terrace proposals at Cornwall Street

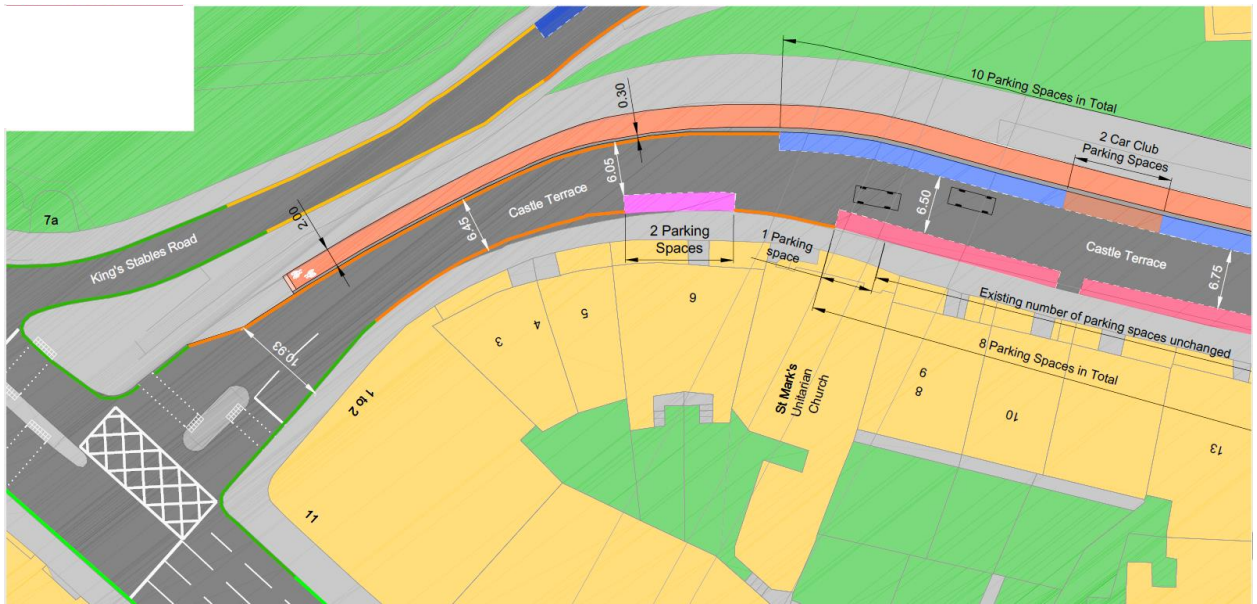


Figure 8 Castle Terrace proposals at Lothian Road

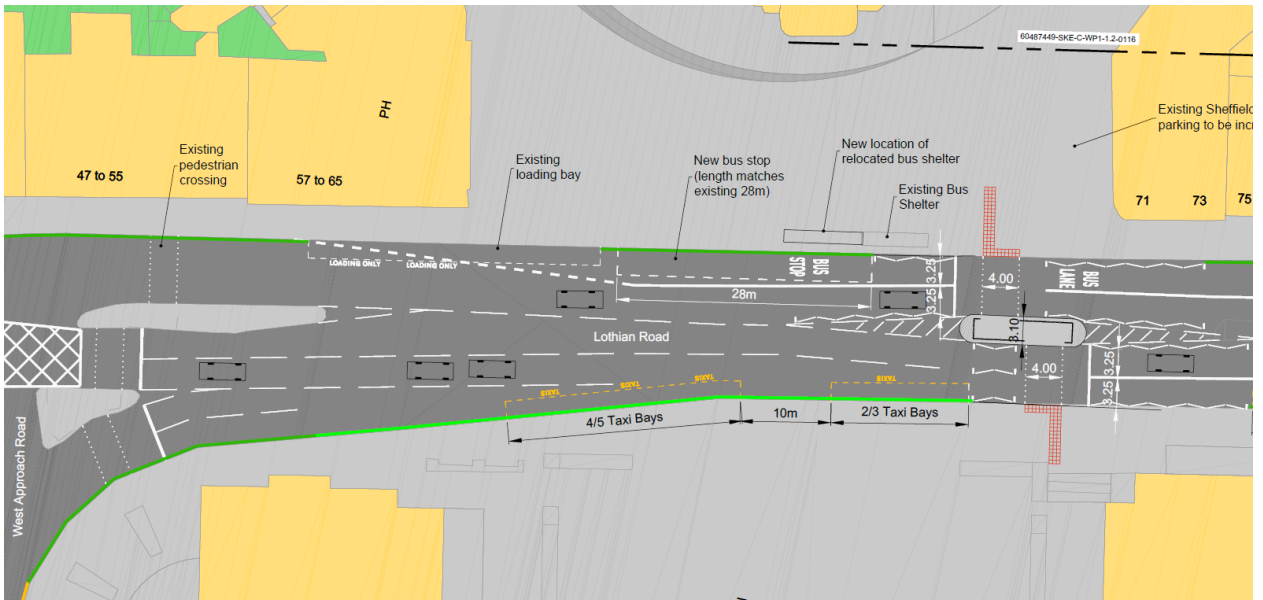


Figure 9 Lothian Road crossing proposals

---

## 3 Forms of Consultation

---

The following forms of consultation have been used at this preliminary design stage:

Meeting/workshop with internal Council stakeholders	✓	-
Meeting/workshop with external stakeholders	✓	A joint external workshop and public exhibition was held on 15/11/16 at the Edinburgh Central Library between 5pm and 8pm
Public Exhibition	✓	A joint external workshop and public exhibition was held on 15/11/16 at the Edinburgh Central Library between 5pm and 8pm
Consultation Hub	✓	Information was posted on The Council's consultation hub from 01/11/16 to 09/12/16.
Leaflets	✓	Leaflets were distributed to 1,836 households and businesses in October 2016
Social Media	✓	Consultation through the Council's Facebook and Twitter.
Online Survey	✓	An online survey was included on the consultation hub and received 121 responses.
E-mail Consultation	✓	8 emails were received.



## 4 Stakeholder Consultations

A total of **44** individuals representing different local businesses and organisations provided feedback either via email feedback or stakeholder visit with their level of support shown in Figure 10 below.

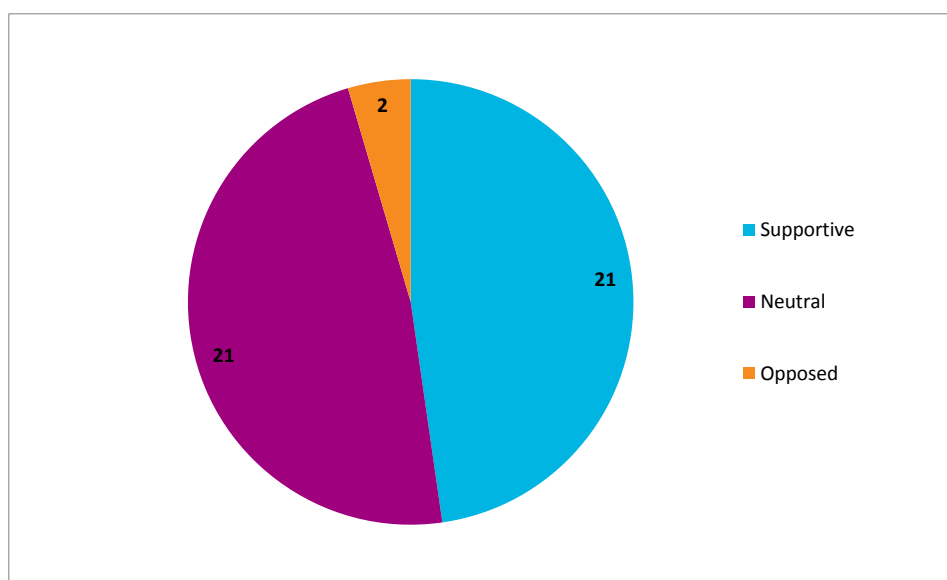


Figure 10 Stakeholder Support for Proposals

In addition to indicating general levels of support, stakeholders raised a number of issues and provided comments regarding the proposal. The most prominent have been summarised in table 1 below:

**Table 1 Key Stakeholder Issues Raised:**

Issue Rank	Issue	No. of Responses
1	Improved cycle infrastructure required (e.g. cycle parking)	7
2	Desire to maintain current levels of on-street parking	4
3	Desire to not to negatively impact current traffic flows	3
4	Improve existing condition of street and reduce clutter/littering	3
5	Ensure kerb segregation for proposed cycleways	2
6	Widen cycleway along Lady Lawson Street	1
7	Consider prohibition of parking and loading on cycle lane during events	1
8	Extend segregated cycleway along length of the route	1
9	Ensure proposed designs comply with Edinburgh Streets Design Guidance	1

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

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

## 5 Public Consultations

A total of **36** local residents provided email feedback during the public consultation. Despite a positive response rate, only nine respondents explicitly stated their preference regarding the proposals (8 supported; 1 opposed).

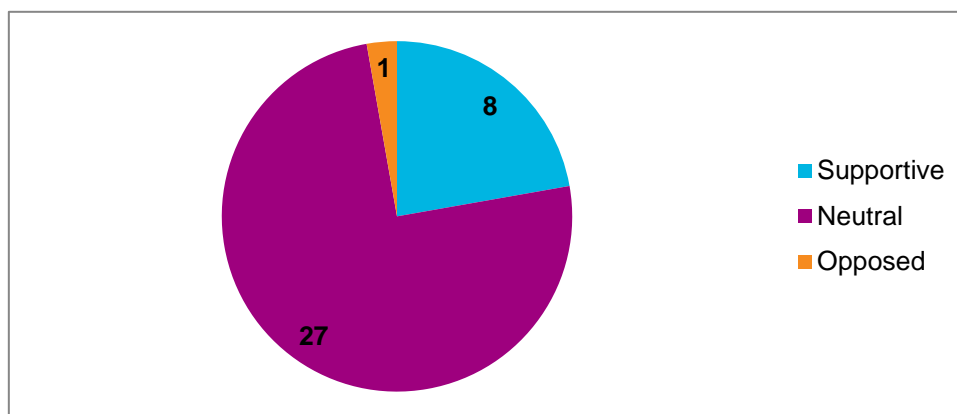


Figure 11 Public Support for Proposals

In addition to indicating general levels of support, members of the public either raised a number of issues or provided comments regarding the proposal. The most prominent have been summarised below:

**Table 2 Key Public Feedback:**

Issue Rank	Issue	No. of Responses
1	Ensure kerb segregation for proposed cycleways	8
2	Route does not follow cyclists natural desire line at Castle Terrace	6
3	Lack of connectivity between the proposed scheme and Edinburgh's wider cycling infrastructure	4
4	Crossing on Lothian Road should be a single phase as opposed to two	4
5	Ensure the use of consistent materials for segregated cycleways and footways	4
6	Lack of clarity regarding right-turn for cyclists at Lady Lawson Street	3
7	Desire to maintain current levels of on-street parking	1
8	Widen cycleway along Lady Lawson Street	1
9	Widen turn into Lady Lawson Street	1
10	Consideration as to how cycleway will function during Farmers' market	1
11	Increase cycling infrastructure (e.g. cycle parking)	1

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

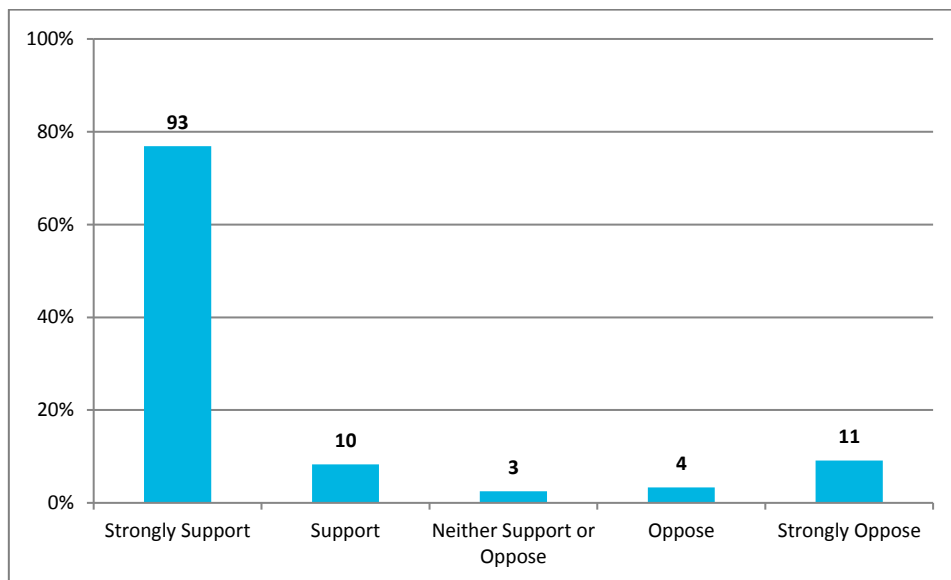
A full list of public consultation comments is provided in **Appendix B**.

# 6 Online Survey Consultations

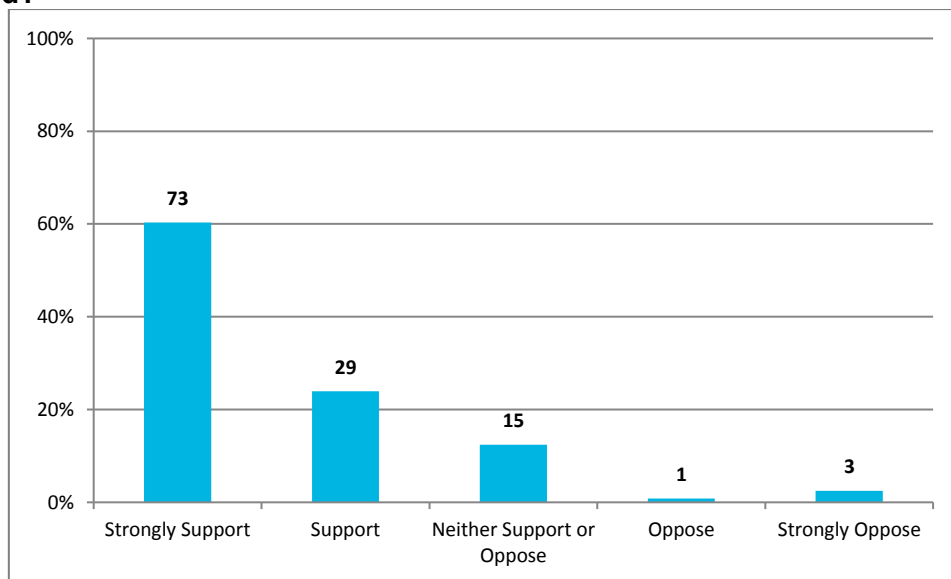
There were **121** responses to the online survey which are summarised here.

## 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

**“To what extent do you support the proposed designs for The Meadows to Castle Terrace?”**

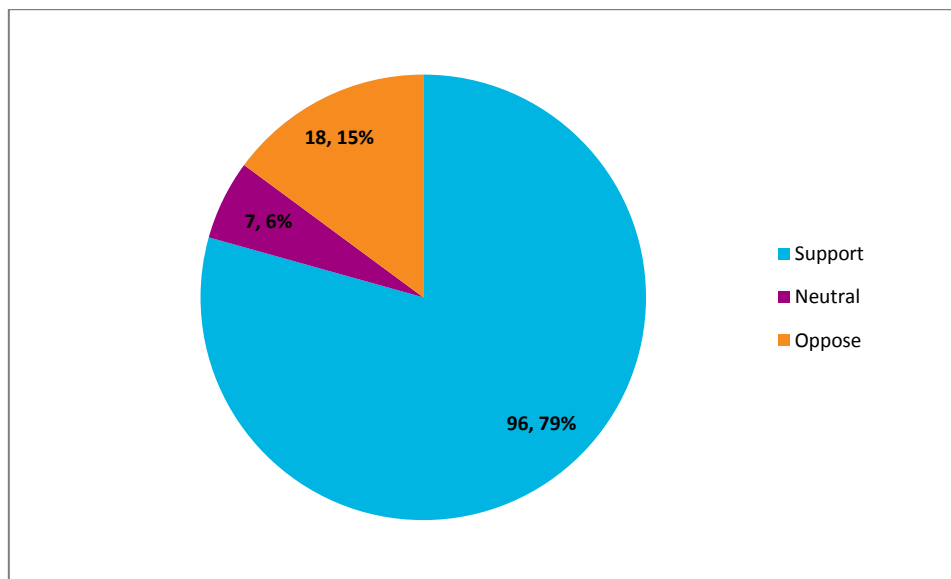
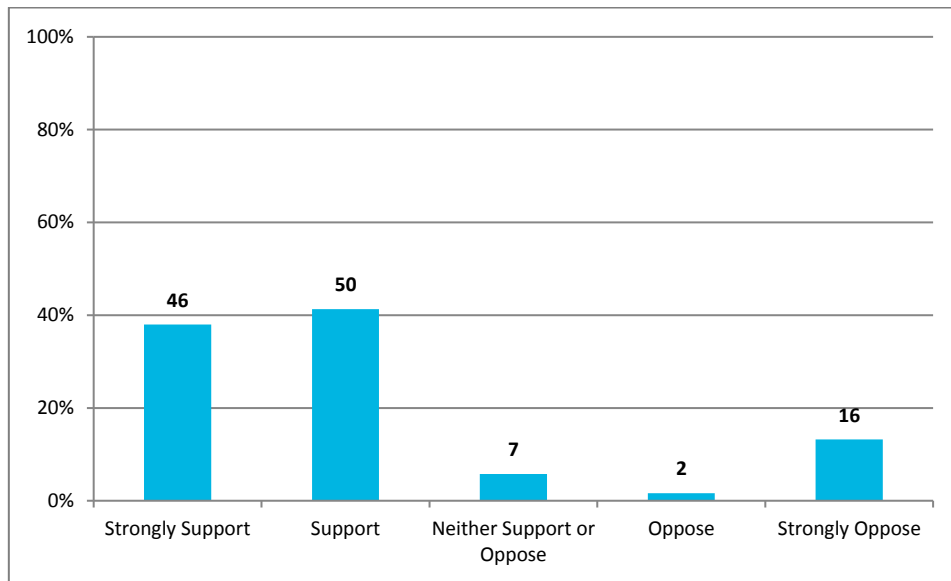


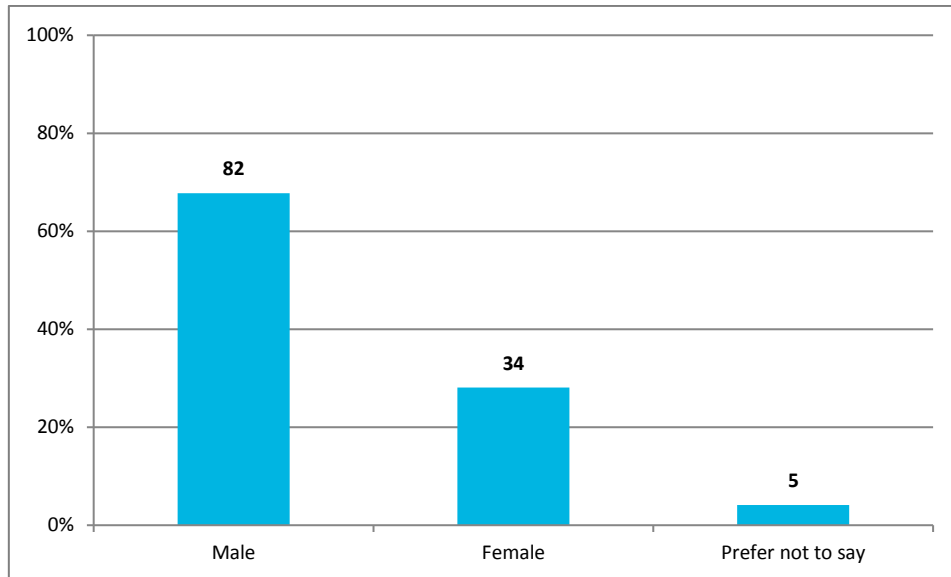
Figure 12 Online Survey Support Proposal's

Of the **121** survey respondents, a clear majority were either **supportive** or **strongly supportive** of the proposals.

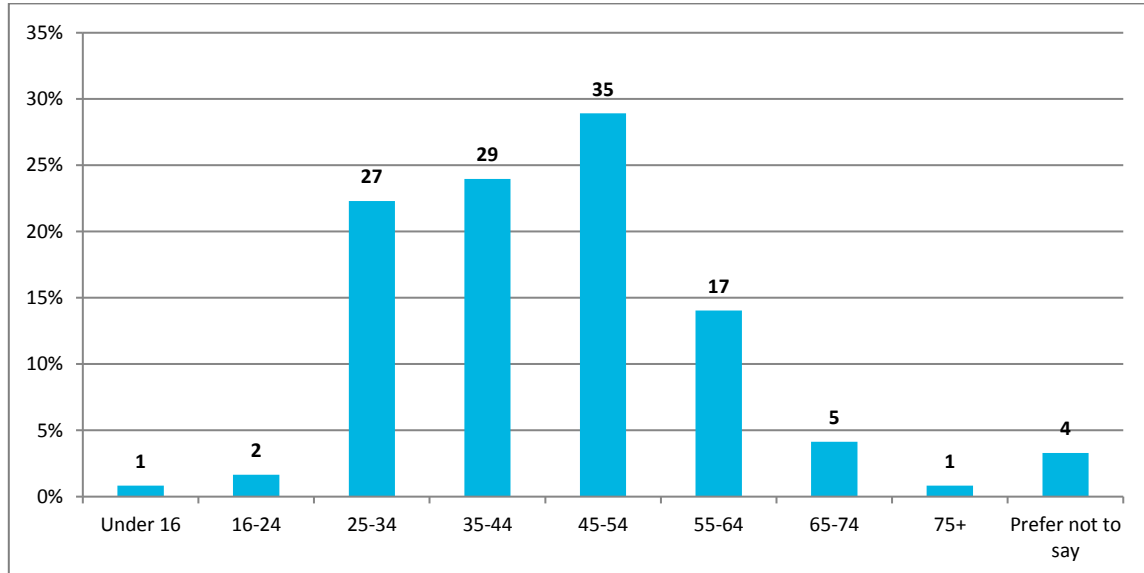


## 6.3 Survey Respondent Demographics

“Please tell us your gender”

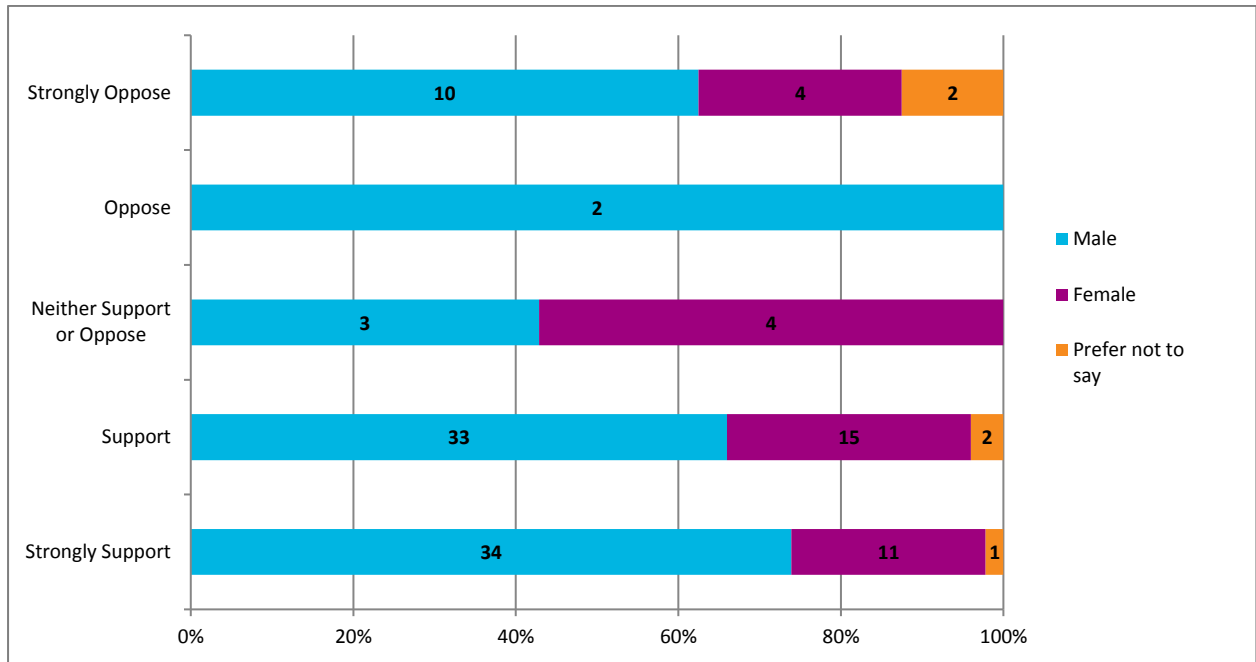


“To which of these age groups do you belong?”

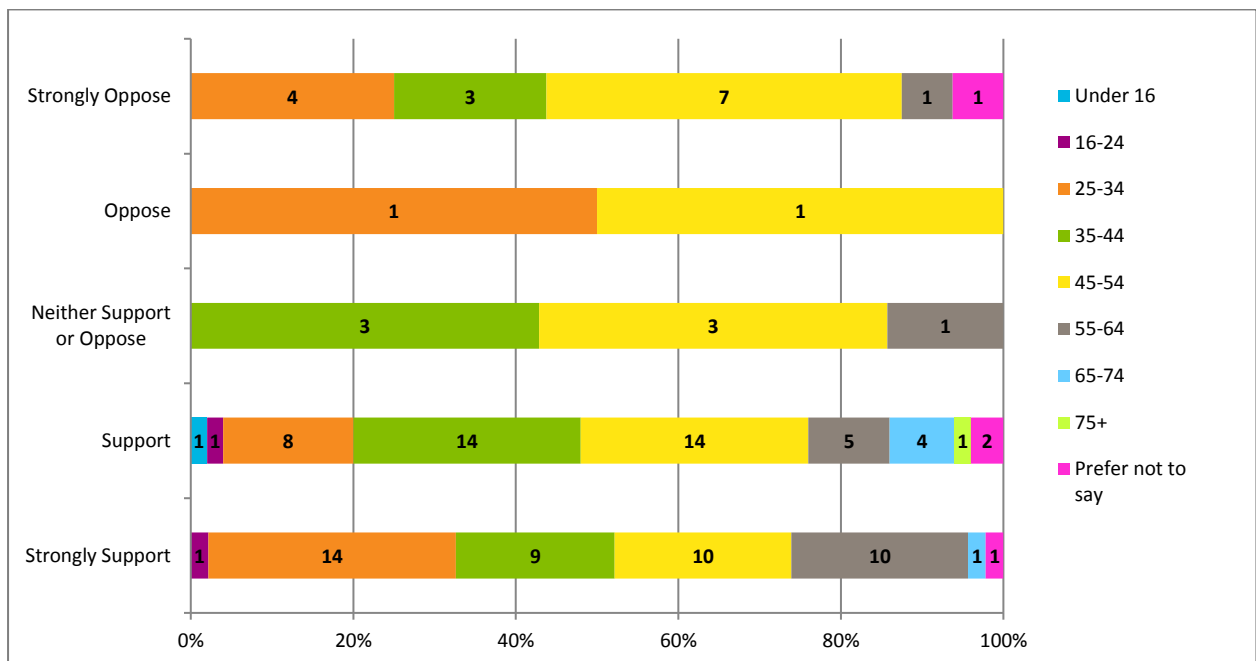


# 6.4 Demographics of Support for Proposal

Levels of support for The Meadows to Castle Terrace proposals by gender

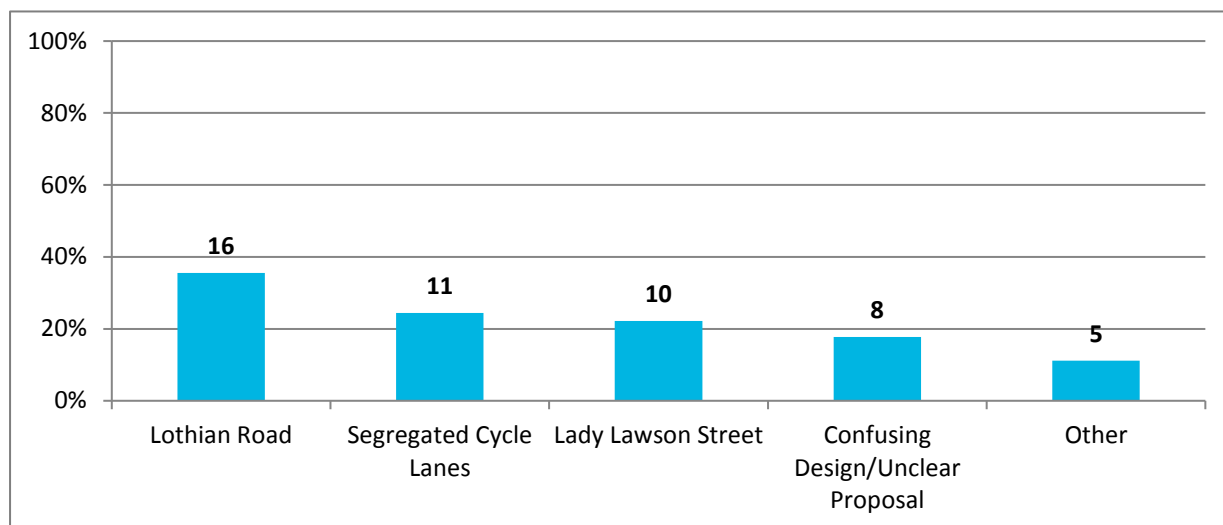


Levels of support for Meadows to Castle Terrace proposals by age



## 6.5 Online Survey – Key Issues

### Key issues of concern – Online survey



Whilst the scheme is strongly supported, there were frequent issues and concerns which emerged. These are explored below and responded to in the section 6.8 and the Appendices. These have been group together into five key themes, as shown in the table above, and are explored in 6.5.1.

### 6.5.1 Key Improvements Required

Of the **74** respondents that provided detailed comments on the design proposals, **48 (65%)** suggested possible improvements or raised issues/concerns.

#### Key Improvements Required – Lothian Road Proposals (16 responses, 21.6%)

16 responses were concerned with designs for the northern end of the proposed route, particularly with regards to how the scheme integrated with Lothian Road. Some respondents expressed concern that the scheme ends abruptly at the intersection with Lothian Road, failing to address how cyclists and pedestrians navigate across this busy thoroughfare. Others, despite supporting the scheme overall, suggested that the focus should be directed more towards Lothian Road itself. The key themes raised regarding Lothian Road are as follows:

1. Lack of provision/integration with Lothian Road and beyond (10)
2. General improvements required at Lothian Road end of scheme (5)
3. Crossings of Lothian Road should be a single phase as opposed to two (4)
4. Focus of the scheme should be Lothian Road itself (1)

#### Key Improvements Required – Segregated Cycleways (11 responses, 14.9%)

Segregated cycleways were cited in 11 of the survey responses, with several respondents expressing confusion as to whether or not the cycle lanes would be physical separated or simply painted on. It should be noted that in principal, respondents supported the introduction of cycle lanes – they simply held reservations as to how these would be implemented. From Lauriston Place onwards the cycleway is fully kerb segregated.

1. Preference of physically separated cycleways (e.g. kerbing) as opposed to road markings (5)
2. Efforts should be made to ensure that segregated cycle infrastructure does not encroach upon the wider street space (2)
3. Extent of segregated cycleways should cover the length of the scheme (2)
4. Segregated lanes need to be placed at a sufficient distance from cars to avoid conflict e.g. 'dooring' (2)

#### **Key Improvements Required – Lady Lawson Street Proposals (10 responses, 13.5%)**

10 respondents provided comments regarding the proposed scheme around Lady Lawson Street, with roughly half of those seeking clarification as to whether the proposed one-way scheme is applicable to cyclists. Other respondents suggested that the proposed restrictions (e.g. introduction of one-way system, narrowing of street space) could have knock-on effects on the existing levels of traffic ('already congested').

1. Proposed cycleway is too narrow (3)
2. Lack of clarity regarding right-turn for cyclists (2)
3. Proposal fails to address issues with larger vehicles (e.g. coaches) causing congestion for other road users (1)
4. General improvements required around Lady Lawson Street (1)

#### **Key Improvements Required – Confusing Design/Unclear Proposals (8 responses, 10.8%)**

8 respondents indicated that the proposals were either confusing or did not provide sufficient detail in order to consider the plans fully or provide an informed opinion.

#### **Key Improvements Required – Other Comments (5 responses, 6.8%)**

Of those comments categorised as 'other', the most prominent were associated with concerns that the scheme afforded undue priority to cyclists, and that further improvements were required for pedestrians.



## 6.5.2 Wider Issues/Concerns

55 respondents highlighted what they considered to be wider issues/concerns around cycling and active travel throughout the survey. A rough breakdown of these is given below:

1. Lack of dedicated cycling infrastructure in Edinburgh - including fully segregated cycleways, prioritised junctions **(17)**
2. Lack of connectivity between separate elements of Edinburgh's cycling infrastructure – needs to be fully integrated **(16)**
3. The need to discourage car use and promote active travel in a wider sense **(15)**
4. Existing conditions are either unsafe or intimidating - including poor physical condition of the roads, as well as dangerous driving behaviours/conflict with other road users **(12)**
5. Pedestrians feeling overlooked with regards to scheme design; majority of focus is given to cyclists **(5)**

## 6.6 Preferred Mode of Travel

When asked about their preferred mode of travel if given the choice: **40%** of survey respondents stated that their preferred mode of travel would be walking, cycling or both.

**74%** of survey respondents said that given the choice of all travel modes, they would prefer to continue to travel as they do now. Of these people, **63%** stated they usually walked, and **72%** usually cycled to their place of work or study.

Some of the key issues raised included:

1. Lack of dedicated cycling infrastructure/concerns that existing road and junction layouts are unsuitable for cyclists (**18**)
2. Safety concerns over driver behaviour for cyclists/conflict between other road users (**13**)
3. Heavy traffic and congestion (**10**)
4. Poor road surfaces (particularly potholes and poorly maintained surfaces) (**7**)

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

## 6.7 Consultation Summary

In summary, it was found that the majority of consultees were generally **supportive** or **strongly supportive** of the proposals.

44% of stakeholders expressed support for the proposed designs. An identical proportion expressed a 'neutral' view, with only 12% (2 respondents) opposing the proposal. Only 22.2% of people attending the public exhibition explicitly stated their support, 75% were neutral or did not state their level of support and 2.8% opposed.

The exercise generated significant feedback through general comments and issues raised by the respondents. The most prominent across both stakeholder and public consultations was a desire to ensure that cycleways were separated physically from the road, as well as ensuring sufficient provision of cycling infrastructure such as cycle parking.

In the online survey, 79% of survey respondents were supportive of the proposals (38% of whom expressed 'strong' support), with 15% opposed. 6% of respondents neither supported nor opposed the proposals.

A number of overarching themes were identified following analysis of the survey responses, with concerns over Lothian Road, segregated cycle lanes, and Lady Lawson Street being the most prominent. The Council's response to this is detailed in the appendices.

---

## 7 Design changes based on consultation

---

Based on the feedback from this consultation the Council shall be considering the design changes detailed below. A full listing of all the responses received are set out in the Appendices, along with a reply from the Council where appropriate and related to the design.

### General

- Dependant on levels of footfall compared to traffic, available budget and any potential restrictions highlighted by the topographic survey or stakeholders the council shall consider including continuous footways at the following locations:
  - The side roads of Chalmers Street
  - The junction of Lauriston Place and Lady Lawson Street
  - The side roads on Lady Lawson Street
  - The northern end of Lady Lawson Street
  - The western end of King's Stables Road
- We will consider ways to improve and formalise the loading along the route so that it can take place without blocking the carriageway.
- We shall consider ways to make the streets more people friendly through interventions such as raised tables with flat top setts, seating and planters. This would be done in consultation with stakeholders, including the local businesses.
- We will look to provide more bike parking at key locations along the scheme.
- At the tight turns in the cycleway, such as before junctions, we shall re-assess the design to ensure the optimum balance is achieved between providing cycle desire lines and designing in sufficient deflection to ensure cyclists slow down sufficiently to ensure they access the junction and cross safely.

### The Meadows and Chalmers Street

- Where the route integrates with North Meadow Walk, we shall consider interventions such as buff surfacing, tactiles and give way markings to ensure pedestrian priority and safety.
- We shall re-assess the design and look to widen the footway by reducing the carriageway. Our initial assessment suggests at the key pinch point between Lauriston Place and St Thomas school we can reduce the cyclelane by 0.5m and the carriageway by 0.5m. This will need to be confirmed by the topographic survey, but it would widen the footway by 1m. We shall also conduct an assessment of footfall at school opening times to determine whether the rest of the footway also needs to be widened.
- We shall look to widen the western footway of Chalmers Street to make pedestrian access to the school safer and easier.
- We will consider making Simpson Loan and Nightingale Way contra-flow for cycling.



- We shall consider improving infrastructure provided for walking and cycling on Chalmers Street, including the possibility of segregated cycleways.
- We will consider whether the proposed junction of Chalmers Street and Lauriston Place can be improved to make it more intuitive for users.

### **Lauriston Place**

- Subject to agreement from Lothian Buses and the Dental Institute, we will move the bus stop on Lauriston Place (between Lady Lawson Street and Chalmers Street) to outside the Edinburgh Dental Institute. This is make better use of the pavement width here.
- Where the cycleway turns north from Lauriston Place to Lady Lawson Street, we will consider widening the corner of the cycleway so to make the turn easier for cyclists.
- We will consider altering the design to include a two-stage right that will help cyclists travelling westbound on Lauriston Place to join the segregated cycleway.
- We will reconsider design proposal for the junction of Lady Lawson Street and Lauriston Place to try and permit a right turn from the cycleway on Lauriston Place (Westbound).

### **Lady Lawson Street**

- At the junction of West Port/Lady Lawson Street, we will consider moving the east side pedestrian crossing closer to the junction mouth, thereby improving the pedestrian desire line.
- We will re-consider whether banning the right turn for vehicles is the best solution or if other solutions, such as having a cycle only phase at the junction are preferable. To help determine this we will do a comparison of increased vehicle waiting/queuing times due to the additional cycle signal phase versus queuing and waiting incurred by traffic taking alternative routes to reach Grassmarket.
- Based on a detailed topographical survey of the site, which will be done during detailed design, we shall reconsider whether it is necessary to change the northern section of Lady Lawson Street to one way. Initial site measurements suggest that there may be more street width than the OS base map indicates, this may permit retaining two-way traffic flow.
- We will consider moving the refuse bin from outside Café Truva on Lady Lawson Street, to 10m further south on the street. We will also consider moving the refuse bin from outside The Exchange on Lady Lawson Street, to 10m further south on the street.

### **Castle Terrace**

- We will consider having raised tables at all the zebra crossings on Castle Terrace. Alternatively, we shall consider raising the whole roundabout.
- We shall include setbacks (also termed as 'bending out') in the segregation at the car park entrance and exit on Castle Terrace. At these locations we shall also implement continuous footways, which include vehicles giving way to walking and cycling.
- We shall liaise with the farmers market to ensure their loading can take place and the cycleway be kept in operation.
- Space permitting, we shall widen the cycleway at the turns of the roundabout of Castle Terrace to aid cyclist manoeuvres.

- We shall consider whether to either increase the road width of the planned roundabout design so that coaches can do a U-turn, which is a frequently undertaken required manoeuvre when picking up and dropping off visitors on the Mound. Alternatively we may require coaches to make the manoeuvre by going around the block of Spittal Street, Grindlay Street, Cornwall Street and Castle Terrace.
- We will consider changing the roundabout at Johnson Terrace/Castel Terrace to a T junction, however access by coaches using the roundabout as a turning circle may prohibit this.
- We shall consider altering the design to permit cyclists to turn right on to West Port from Lady Lawson Street.
- We believe that Grindlay Street is sufficiently quiet not to require any further cycle infrastructure interventions. We will highlight to the roads renewals team the cobbled surface is in need of improvement and that cycle friendly setts are desirable.
- We will consider whether the issue of the slope and lack of grip at the corner of the ECA on West Port/Lady Lawson Street can be assessed within this scheme.
- Through consultation it has come to light that coaches currently use the roundabout for U-turns to get back up Johnson Terrace. We shall further consider whether to alter the design to permit this manoeuvre or provide an alternative route. This re-assessment will include the potential to change the layout to a T junction.
- We will reconsider how best to help cyclist re-integrate with traffic at the northern end of Castle Terrace.

## 7.1 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

Date	Organisation/Type	Comment	Consultation Type	Council Response
2016.10.31	Local Business	<p>Opposed</p> <p>Surprised to see walking and cycling proposals that will affect parking on Castle Terrace.</p> <p>Site very busy for parking, NCP car park very busy</p> <p>Traffic queues back in busy periods.</p> <p>Footway very wide, no need to reduce road widths. Case to be made for increasing road width.</p>	Email - Public Consultation	The capacity of the road shall not be significantly altered and the number of parking spaces has been retained wherever possible. The overall support for changes demonstrates that the proposals are beneficial.
2016.12.05	Living Streets	<p>Living Streets submitted long, detailed feedback, which could not be easily included in this table format. It has been included in Appendix D</p>	Email - Public Consultation	See appendix D
2016.12.09	Spokes	<p>Generally supportive</p> <p>Key areas of improvement:</p> <p>*Kerb segregation for Chalmers Street section</p> <p>*Narrow corner radii at entrance to Lady Lawson Street at Lauriston Place and widen segregated cycleway</p> <p>*Widen cycleway along Lady Lawson Street</p> <p>*Allow northbound cyclists to turn right into Grassmarket</p> <p>*Wide island in the middle of Spittal Street to help cyclists turn into Grindlay Street and for cyclists turning right from Castle Terrace into Lady Lawson Street</p> <p>*Widen cycleway at Castle Terrace, raised table and priority for pedestrians and cyclists at Castle Terrace roundabout</p> <p>*Prohibition of parking and loading on the cycle lane during events</p> <p>*More cycle parking</p> <p>*Clear visual priority of the cycle lane over the vehicle entrance to Castle Terrace</p> <p>*Extend cycleway on Lauriston Place from Middle Meadow Walk to Tollcross.</p> <p>*Two way cycling on Nightingale Way and Simpson Loan</p> <p>*QR5 and QR6 to be considered in parallel</p>	Email - Public Consultation	<p>Taking each point in turn:</p> <ul style="list-style-type: none"> <li>• We will consider segregated cycleways are required on Chalmers Street.</li> <li>• The corner radii are as tight as possible whilst permitting existing bus services to use the street.</li> <li>• The cycleways along the whole project are as wide as possible within the constraints of the streets.</li> <li>• Cyclists will be permitted to turn right into Grassmarket</li> <li>• We shall consider a right turning lane shall be provided for the turn into Lady Lawson Street.</li> <li>• We shall consider raised zebra crossings, however bus/coach manoeuvres may prevent this.</li> <li>• We shall liaise with the farmers market on Castle Terrace to address potential loading issues</li> </ul>
	Spokes (Cont)			

\*Continue segregated cycleway on Lothian Road  
 \*Wide single stage crossing across Lothian Road  
 \*Incorporate Lothian Road and Lady Lawson Street crossing into design

- Further cycle parking shall be included.
- It is unclear which location on Castle Terrace this is referring to.
- Extending the cycleway along Lauriston Place is beyond the scope and budget of the current scheme.
- We will consider making Simpson Loan and Nightingale Way contra-flow for cycling.
- The scheme will be a significant extension of QuietRoute 6. QuietRoute 5 would be a separate project that requires significant additional budget and resources.
- Segregated cycleways on Lothian Road would require a separate large scale project which is beyond the current scheme's scope and budget.
- A single stage crossing was considered but requires a much larger project of traffic modelling and junction reconfiguring along Lothian Road. This was beyond the scope and budget of the current scheme.

2016.11.01	Local Business	Supportive, requested move bin from outside front of café	Stakeholder visit	We shall look to relocate the bin elsewhere on the street.
2016.11.01	Local Business	Supportive if no parking reduced	Stakeholder visit	
2016.11.01	Local Business	Neutral. Retain the loading from Truva down to junction – don't mind the trade bin moving from in front of café	Stakeholder visit	Loading shall be retained
2016.11.01	Local Business	Supportive, would like more bike parking too	Stakeholder visit	Locations for more bike parking shall be included.
2016.11.01	Local Business	Supportive	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Supportive, More informal crossings + cycle parking desired	Stakeholder visit	Further informal crossings and cycle parking has been included in the design.
2016.11.01	Local Organisation	Neutral, would like the bin outside the door to be moved – clients can use rubbish as weapons	Stakeholder visit	We shall look to relocate the bin elsewhere on the street.
2016.11.01	Local Business	Supportive	Stakeholder visit	



2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Neutral, requested improvement to the roundabout for cycle and pedestrians	Stakeholder visit	The roundabout shall be significantly improved for walking and cycling
2016.11.01	Local Business	Supportive – extra bike parking desired	Stakeholder visit	Additional bike parking shall be provided.
2016.11.01	Local Business	Supportive – a crossing of the Lady Lawson Street/Castle Terrace junction would be very helpful (extra bike parking desired – 12 per entrance)	Stakeholder visit	An informal crossing shall be provided to aid crossing. Additional bike parking shall be provided.
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Very supportive	Stakeholder visit	
2016.11.01	Local Business	Supportive in general	Stakeholder visit	
2016.11.01	Local Business	Left info because short staffed so couldn't interview.	Stakeholder visit	
2016.11.01	Local Business	Generally supportive, some staff cycle	Stakeholder visit	
2016.11.01	Local Business	Supportive	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Opposed – thinks it will cause congestion and delays	Stakeholder visit	Detailed surveys have been carried out to show that no significant delays should result due to the proposed changes.
2016.11.01	Local Business	Neutral - Would like a campaign for cleaner street, some concern about one-way	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Neutral - Bins overflow by end of the week – more collections – support better cycling in general	Stakeholder visit	We shall pass on this feedback to the waste team
2016.11.01	Local Business	Very supportive. No problem for loading	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	

2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Supportive	Stakeholder visit	
2016.11.01	Local Business	Neutral – keep parking is key	Stakeholder visit	
2016.11.01	Local Business	Neutral – Would like safety on the street improved. Has had window broken, purse stolen	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Supportive	Stakeholder visit	
2016.11.01	Local Business	Supportive of better cycle and walk + decrease cars	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Supportive	Stakeholder visit	
2016.11.01	Local Business	Very supportive - Bike parking on this street for shop and architects	Stakeholder visit	Additional bike parking shall be provided.
2016.11.01	Local Business	Supportive – uses route to cycle to work	Stakeholder visit	
2016.11.01	Local Business	Neutral – would like full predestination of West Port	Stakeholder visit	This is outside the scope and budget of the current scheme.
2016.11.01	Local Business	Supportive	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.11.01	Local Business	Neutral	Stakeholder visit	
2016.21.03	West Port Business Group (email)	I would like to highlight some concerns about the route in particular:	Stakeholder phone conversation	Taking each point in turn: - The Council will meet with the businesses (see meeting note below 28.03.18) to better understand the nature of their concerns

- Turning Lady Lawson Street one way. Some of the local businesses have indicated that there is a potential loss of business from changing the street to one way.

- No turning right when at the junction of Lady Lawson Street and West Port. In reviewing this and taking into account traffic congestion, pollution and bicyclist/pedestrian safety - the group still feels that this needs to be relooked at as the West Port/Bread Street is at full capacity a lot of the time with traffic without addition of further lorries/buses/cars not being able to turn right to the Grassmarket. Adding to both air and noise pollution from the added weight of these vehicles. Having to make an extra journey 'around the block' so to speak. We appreciate that there is consideration in regards to the flow of Cyclists and pedestrian safety and as mentioned maybe those cyclists coming down Lady Lawson Street to the junction will need to remain vehicular and those cyclist coming up the 'new' one way part of Lady Lawson Street may have to adhere to the pedestrian lighting system, much as they do in crossing Melville Drive.

Also, on another note, in regards to further discussions.. complete removal of the residential black bin that sits in the layby completely from the area of upper West Port would be great. As this probably will not happen having it painted as a project by Art College students or even as a city wide High School project would be fanatastic. Also was mentioned that maybe returning some of the street furniture that had been removed such as the small litter bins that were on the NW corner of West Port/ Lady Lawson Street and the one that sat near The Western Bar would maybe help cut back on incidental tourist litter in the area.

around potential loss of business through creating a one way street.

- A lot of careful consideration has been given to trying to achieve the safest functioning of this junction for the most vulnerable users, walking and cycling. However, the council will meet with the group to discuss this further and see if a better solution can be found.
- We will look to relocate or paint the bin and will discuss further with the business group, ways to improve the public realm of the street.

28/03/18	West Port Business Group	There is a general support for providing a safe route for cyclists in this area, making the local streets less traffic dominated and more people friendly. There is a clear concern about air pollution and a sense that streets currently have a rather chaotic feel. Most of the businesses in attendance felt that the following	Meeting between West Port Business Group and Council project officer	The council recognises the concerns raised by the group concerning traffic congestion and air pollution. Considering each of the specific issues raised:
----------	--------------------------	---	--	--

aspects of the proposed design would be detrimental to the local area and businesses in particular:

1. Banning the right turn from Lady Lawson Street to West Port (to access Grassmarket). A view that this would cause more traffic on the northern section of Lady Lawson Street, Bread Street, Spittal Street and West Port, which in turn would lead to more congestion and air pollution
2. Making the northern section of Lady Lawson Street one way, with concerns that this would result in:
  - i. Insufficient road width for loading, whilst retaining traffic flow
  - ii. Increased congestion and air pollution on the northern section of Lady Lawson Street, Bread Street, Spittal Street and West Port,

One business in attendance was strongly in support of retaining the two-way segregated cycleway on Lady Lawson Street.

The businesses also raised that there was a masterplan for the redevelopment of Argyll House which they believe had plans for cyclable paths from King's Stables Road, through the site to Grassmarket and then potential links to Candlemaker Row. If delivered this could provide an alternative route to Lady Lawson Street.

1. We will re-consider whether banning the right turn is the best solution or if having a cycle only phase at the junction is preferable. To help determine this we will do a comparison of increased vehicle waiting/queuing times, due to the additional cycle signal phase, versus queuing and waiting incurred by traffic taking alternative routes to reach Grassmarket.
2. Based on a detailed topographical survey of the site we shall reconsider whether it is necessary to change the road to one way. Initial site measurements suggest that there may be more street width than the OS base map indicates. If so this might permit two traffic to remain.  
We will also consider ways to improve and formalise the loading along the route so that it can take place without blocking the carriageway.

We shall consider ways to make the street more people friendly through interventions such as raised tables with flat top setts, seating and planters. This would be done in consultation with stakeholders, including the local businesses.

We have investigated the Argyll House masterplan. It is our understanding that since the area has multiple sites of private ownership with significantly different timescales for development. As such it is unlikely, and outside Council control, for the vision of connectivity through the site to be realised.

## Appendix B - Full List of Public Consultation Comments

Date	Organisation, Type	Comment	Consultation Type	Council Response
05/11/2016	Resident Commuter	<ul style="list-style-type: none"> <li>I'm delighted to see Edinburgh council advance plans for a link from the Meadows to Castle Terrace, I regularly travel this way myself and end up having to walk back up Lady Lawson Street. Just one query, is it intended that cyclists will not be able to turn right from Lady Lawson Street (Northbound) into West Port. From the current plans it looks like this is the case, but I'm not sure if this is deliberate.</li> </ul>	Email - Public Consultation	Cyclists shall be able to turn right from Lady Lawson Street to West Port.
05/11/2016	Local Resident	<ul style="list-style-type: none"> <li>I have a flat in Webster's Land on the West Port. I have a Zone 4 Resident's Parking Permit and have become increasingly concerned at the decline in the numbers of available parking spaces over the last year or so.</li> <li>What effect will the proposed new Quiet Route 6 have on parking, in particular in the northern part of Lady Lawson Street, Grindlay Street, Castle Terrace and Spittal Street?</li> <li>Also, will it still be possible to               <ol style="list-style-type: none"> <li>turn left at the junction of the West Port and Lady Lawson Street going from the West Port into the northern part of Lady Lawson Street?</li> <li>turn right at the junction of the West Port and Lady Lawson Street going from the northern part of Lady Lawson Street into the West Port</li> <li>travel north down the northern part of Lady Lawson Street, turn left into Spittal Street, then left then right to get to East Fountainbridge ?</li> </ol> </li> </ul>	Email - Public Consultation	<ul style="list-style-type: none"> <li>At the area mentioned there shall be one less public parking space.</li> <li>It shall still be possible to turn left from West Port into the northern part of Lady Lawson Street</li> <li>It will not be possible to turn right from the northern part of Lady Lawson Street into the West Port, as this would go against the proposed one-way system. However, we will consider whether another solution can be found which does not require banning the right turn.</li> <li>It will possible to travel north down the northern part of Lady Lawson Street, turn left into Spittal Street, then left, then right to get to East Fountainbridge.</li> </ul>
15/11/2016	Unknown	<ul style="list-style-type: none"> <li>They look very good, pleased to see the backlash hasn't stopped you moving forward with segregated plans and closing roads. The lady lawson junction and roundabout are particularly good.</li> </ul>	Email - Public Consultation	
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>Consideration should be given to the types of materials used within the segregation strip               <ul style="list-style-type: none"> <li>- Consistent approach throughout Edinburgh</li> <li>- Footway surfacing to match adjacent preferable</li> </ul> </li> <li>Increased cycle parking throughout the route is desirable</li> <li>A number of people commented on the lack of cycle infrastructure through Festival Square linking with exiting paths in this area. It was</li> </ul>	Public Exhibition	<ul style="list-style-type: none"> <li>The materials shall be consistent with surrounding street materials and in-line with Edinburgh Street Design Guidance.</li> <li>Additional cycle parking shall be provided</li> <li>A toucan crossing is included in the designs to provide a link with Festival Square.</li> </ul>

noted that this scheme terminates at Lothian Road however consideration should be given to incorporating Festival Square

15/11/2016	Public stakeholder	<b>Lothian Road</b> - single stage crossing more desirable	Public Exhibition	A single stage crossing was considered but requires a much larger project of traffic modelling and junction reconfiguring along Lothian Road. This was beyond the scope and budget of the current scheme.
15/11/2016	Public stakeholder	<b>Castle Terrace (Roundabout)</b> - crossing on approach to Castle Terrace for cyclists requires a sharp 90 degree turn. Approach should be tweaked to better represent cyclist's desire line. Similarly, the approach from Castle Terrace should also be amended to facilitate the desire line of cyclists.	Public Exhibition	There is a balance to be struck between providing cycle desire lines and designing in sufficient deflection to ensure cyclists slow down sufficiently to ensure they can assess the junction and cross safely. We shall re-assess the design to ensure the optimum solution is achieved.
15/11/2016	Public stakeholder	<b>Castle Terrace</b> - additional cycle parking preferable to accommodate the anticipated increase in cyclists on this route, increased cycle parking in the vicinity of the Farmers Market required.	Public Exhibition	Additional cycle parking shall be provided along the route.
15/11/2016	Public stakeholder	<b>Chalmers Street</b> - consideration should be given to segregating this section of the route or providing a shared use path to keep general traffic and cyclists apart <ul style="list-style-type: none"> <li>• It was noted that this road can become considerably busy with vehicles during peak times (school drop off/ pick up)</li> <li>• Current proposals indicate a short on-road cycle lane on approach to Lauriston Place however, consideration should be given to segregating this section</li> </ul>	Public Exhibition	We shall re-assess whether Chalmers Street is sufficiently busy to require segregated cycleways
15/11/2016	Public stakeholder	<b>Grindlay Street</b> - cycle friendly surface for cyclists would be preferable e.g. cycle friendly cobbles to match existing style.	Public Exhibition	The cost of changing all the cobbles on Grindlay Street is beyond the scope of the current project. However, this issue shall be raised with the roads renewal team for consideration when this road is next assessed for resurfacing.
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Cyclists wishing to turn left towards Grindlay Street are more likely to exit directly onto Castle Terrace as opposed to joining Lady Lawson Street and then Castle Terrace as proposed</li> <li>- Issues raised concerning angle in which cyclists are required to make this manoeuvre i.e. sharp 90 degree turn</li> <li>- Progressing onto Lady Lawson Street and then onto Castle Terrace requires two movements as opposed to accessing Castle Terrace directly</li> <li>- Exiting Lady Lawson Street onto Castle Terrace and then progressing</li> </ul>	Public Exhibition	The design shall be adjusted to make exit from the segregation to Lady Lawson Street easier, rather than the current 90 degree turn. The entrance on the segregation from Castle Terrace shall also be adjusted to encourage entry only.



left towards Grindlay street will give cyclist priority over general traffic exiting Lady Lawson Street

15/11/2016	Public stakeholder	<p><b>Castle Terrace junction with Lothian Road</b></p> <ul style="list-style-type: none"> <li>• The proposed route is due to terminate in advance of Lothian Road however a number of comments were raised regarding the integration of the route with Lothian road:</li> <li>- Create a single stage pedestrian crossing on Castle Terrace to enable the removal of the refuge island creating more space for cycle infrastructure</li> <li>- Provide a cycle stage to give priority to cyclist through the junction</li> </ul>	Public Exhibition	Due to the configuration of the signals at this junction, any of these suggested changes would require further re-configurations to the neighbouring junctions on Lothian Road. The cost and scale of this work is beyond the scope of this current scheme.
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Supportive although wants segregation strip on Chalmers street, NLT from Lauriston Place into Lady Lawson Street. Access ramp from castle terrace lane at corner of Lothian Rd, Copenhagen setbacks at both car park entrance points, more angular route on Castle terrace</li> </ul>	Public Exhibition	<p>We shall re-assess whether Chalmers Street is sufficiently busy to require segregated cycleways.</p> <p>The setbacks will be included in the segregation at the car park entrances along on Castle Terrace.</p>
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Supportive except the finishing point at Castle Terrace</li> </ul>	Public Exhibition	
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Supportive except the finishing point at Castle Terrace, improved signage from the canal basin to Canning Street, link through Festival Square.</li> </ul>	Public Exhibition	Route signage shall be included as part of the project, this shall include signage from Festival Square to the Canal Square.
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Lady Lawson Street – drop kerb – cut through to access at southbound</li> </ul>	Public Exhibition	There is insufficient information given to offer a response.
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Chalmers Street – segregated as cars with over-run feed in</li> </ul>	Public Exhibition	We shall re-assess whether Chalmers Street is sufficiently busy to require segregated cycleways.
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Should have consistent materials for segregation and footway</li> </ul>	Public Exhibition	Materials shall be used that are in keeping and consistent with the location
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Contra Flow Cycling – Nightingale Way (make both one way) &amp; link through to Middle Meadow Walk</li> </ul>	Public Exhibition	We shall consider making these contra flow for cycling and whether the link path to middle meadow walk can be made shared use.
15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Clear signing/markings/or deviation – Lauriston Place where join Lady Lawson</li> </ul>	Public Exhibition	

15/11/2016	Public stakeholder	• Road Surfacing Chalmers St. Transition to Castle Terrace at Northend	Public Exhibition	We only intend to re-surface sections of the road which relate to improving conditions for walking and cycling.
15/11/2016	Public stakeholder	• Lots of parking traffic on Chalmers Street so provide for cyclists eg Shared use pavement	Public Exhibition	We shall re-assess whether Chalmers Street is sufficiently busy to require segregated cycleways.
15/11/2016	Public stakeholder	• Spittal Street – deflection built out at junction – improve pedestrian crossings	Public Exhibition	Build outs and informal crossings shall be added to Spittal Street.
15/11/2016	Public stakeholder	• Transition to road from segregation. Discuss Uni access to old Fire Station enough cycletracks at Farmers Market – Signage	Public Exhibition	Exit gaps will be included in the segregation to ensure entry and exit along the route. The University have been consulted on the designs.
15/11/2016	Public stakeholder	• Roundabout cycle lane	Public Exhibition	There is insufficient information to offer a response.
15/11/2016	Public stakeholder	• Give ways at NCP Castle Terrace car park are incorrect to the current layout	Public Exhibition	This shall be corrected in the detailed design
15/11/2016	Public stakeholder	• How to operate lane with farmers market loading	Public Exhibition	We shall liaise with the farmers markets to ensure that loading for the market can take place and the cycleway be kept in operation.
15/11/2016	Public stakeholder	• Castle Terrace – Raised table at roundabout	Public Exhibition	We shall consider whether to raise the whole roundabout or just the crossing points.
15/11/2016	Public stakeholder	• Not right angle turns – modify at roundabout	Public Exhibition	There is a balance to be struck between providing cycle desire lines and designing in sufficient deflection to ensure cyclists slow down sufficiently to ensure they can assess the junction and cross safely. We shall re-assess the design to ensure the optimum solution is achieved.
15/11/2016	Public stakeholder	• Widen cycleway at roundabout corners (to 3m)	Public Exhibition	Space permitting, we shall widen the cycleway at the turns of the roundabout to aid cyclist manoeuvres.
15/11/2016	Public stakeholder	• Lothian Road – Make 1 Stage – not significant detriment traffic	Public Exhibition	Due to the configuration of the signals at this junction, any of these suggested changes would require further re-configurations to the neighbouring junctions on Lothian Road. The cost and scale of this work is beyond the scope of this current scheme.
15/11/2016	Public stakeholder	• Widen turn into Lady Lawson from Lauriston Place	Public Exhibition	We shall widen this to make the turn easier for cyclists

15/11/2016	Public stakeholder	<ul style="list-style-type: none"> <li>• Quarter-mile – introduce contra flow cycling – also consider cycle re-determination at Mid Meadow Walk</li> </ul>	Public Exhibition	We shall consider making these contra flow for cycling and whether the link path to middle meadow walk can be made shared use.
09/12/2016	Local Resident	<ul style="list-style-type: none"> <li>• I have been a resident of Grindlay Street for 20 years and am registered blind. I am therefore very concerned about changes in traffic flow around the area. • Unfortunately I could not attend the meeting about the issue, so am not aware of specifics, but i do hope that pedestrian safety is taken into account as and when any planned changes are reviewed.</li> <li>• For example, if there might be increased traffic flow onto Spittal Street, this is already a difficult road to cross safely around the junction of Lady Lawson Street.</li> <li>• Also, as a general note, it is an unfortunate truth that many cyclists in Edinburgh are extremely disrespectful of pedestrian areas and will use pavements as if they are cycle lanes. This is extremely dangerous for all pedestrians, but especially for members of the community with visual (and other) impairments.</li> <li>• I am therefore opposed to any changes in the current traffic system.</li> </ul>	Email - Public Consultation	<p>In response to your concerns:</p> <ol style="list-style-type: none"> <li>1. Grindlay Street. We recognise your concerns about changing the priority from Spittal Street to Grindlay and shall no longer be proposing this change. We shall also be looking into whether we can improve conditions here for pedestrians by tightening the junction entrances and building out the footways.</li> <li>2. Pedestrian safety and the junction of Lady Lawson St and Spittal St. This junction should be improved through our scheme, as the road width will be considerably narrower and cars will only be exiting the junction. Thus there will be less traffic manoeuvres and vehicles should be travelling slower. Pedestrian safety is important to us, and this scheme takes the following actions to improve it: <ul style="list-style-type: none"> <li>• We have separated cyclists from pedestrians at crossings.</li> <li>• Where possible we have widened pavements and increased the number of signalised and informal crossings. For example the roundabout at Castle Terrace now has considerably more pavement and zebra crossings on every arm.</li> <li>• We have widened and improved the desire line for the crossing of Lothian Road by the Usher Hall.</li> <li>• By providing cycle only lanes, we are ensuring that cyclists have no need to use the pavements.</li> <li>• On every street we shall be conducting user safety audits</li> <li>• We shall undertake a de-cluttering analysis to make the streets easier and more enjoyable to use.</li> </ul> </li> </ol>

10/12/2016

Local  
Resident

• I am very very much in favour of this .... due to air pollution (I have a heart complaint)... and danger from mainly car drivers

Email - Public  
Consultation

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

### Online Survey – Support for Improving Cycling Conditions

Ref I.D.	Support Level	Can you briefly explain your view on the last question?	Council Response
2	Strongly support	This is currently terrible to cycle, but can become an important and convenient route to get to the West End from Meadows. For example, it would be perfect to get to the Filmhouse.	<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>
4	Strongly support	Anything that improves safety for cyclists in this area is a welcome change	
5	Strongly support	Good to provide a safer route away from heavy congestion caused by cars and other traffic	
6	Strongly support	The Cities better cycling routes, the current situation is totally inadequate and should be address with some urgency	
7	Strongly support	The new route is part of my work commute and currently is the only part of the my commute carried out on a road. If the cycle route was implemented then my work commute would solely be on cycle paths and my safety would be dramatically improved.	
12	Strongly support	I work on Bread Street and often try and commute through the meadows but even though its in relative proximity, routes too it are poor. In addition, a few colleagues often use meadows during summer for sports, improved access to would support and grow this activity.	
13	Strongly support	Route is relatively short with main obstacles being the current road junctions near Lauriston and West Port.	
16	Strongly support	It makes cycling much safer and will encourage more to cycle. Good design. Thanks	
18	Strongly support	I am a cyclist. I commute across town each day and this will improve the cycle network. I support it.	
19	Strongly support	more safer routes= more bikes/walking less pollution gridlock	
20	Strongly support	This is a busy, dense section of the city. Improving cycling conditions will not only improve safety but potentially reduce car traffic.	
21	Strongly support	I generally support improving walking and cycling conditions. It will make for a nicer, safer, more liveable city.	

23	Strongly support	It will provide a safe and quick access to the city centre from the Meadows coming from various other starting points. Be good for students to have a 'quiet' route into 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>
26	Strongly support	Encouraging any sort of transport not requiring an engine is good	
27	Strongly support	I work in the West Port area and often cycle to work. My main route to work takes me through the Meadows. At present, connections from the Meadows to my office aren't great, and it would be extremely beneficial to improve this link. In addition, cycling conditions on Lauriston Place are poor and would really benefit from improvement, as would the link to Lothian Road to improve links to the Union Canal.	
28	Strongly support	I frequently cycle around this area, but I find the traffic levels on current routes unpleasant. Edinburgh has too many cars and it is very important that we encourage more people to take up cycling, this will only happen with the creation of bold, visible, attractive and direct segregated cycle routes.	
29	Strongly support	Cycle and pedestrian routes that are joined up are more likely to be used. Fragmented cycling infrastructure is frustrating and leads to more experienced cyclists avoiding using them and leads to conflict between fossil fuelled modes of transport and cyclists	
30	Strongly support	The safe and efficient movement of cyclists (and pedestrians) across the city is a benefit to the city and to health	
32	Strongly support	I commute by bike and would use much of this route. I also think that encouraging more cycling and making safer routes for cyclists is an important way to improve overall health of the population and reduce noisy, polluting traffic. I'm as confident as I think is safe to be in traffic but I understand why many cyclists wouldn't be. As a driver too I can see some of the negatives, but I think overall it would be a big improvement to have more approachable cycle routes.	
34	Strongly support	improved cycling conditions would increase safety for all road and pavement users, encouraging people to use more environmentally friendly forms of transport resulting in healthier individuals and a healthier city.	
37	Strongly support	I cycle to work at Argyle House on Lady Lawson Street, so this improvement would affect me directly. The area between Lothian Road and Lauriston Place / Grassmarket is one of the busiest and most dangerous of my journey.	
38	Strongly support	Edinburgh has a mix of good and indifferent cycle infrastructure. One big issue is that it is not joined up, particularly in south Edinburgh. Cycling with children in the South is too fraught. This brings the Meadows in closer reach to the proposed link from the West, and in turn the North Edinburgh network. Also I work in Argyle House (CodeBase); crossing Lady Lawson Street as a pedestrian is difficult, except at the crossing at the junction with West Port, where there is a very long delay on the signals. reducing traffic flow and direction would make it safer.	
40	Strongly support	This would give another route into the city centre which currently is not easy to use	
41	Strongly support	While cycle access to the Meadows from the south is well established it is very difficult for cycles to access the city centre particularly the West End. The new plan would help here.	



42	Strongly support	This is a very busy route and could be made safer and more convenient for cyclists	<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	Because I think the roads are dangerous for cyclists.	
45	Strongly support	I try to cycle as much as I can in Edinburgh. The area of Lothian Road towards town is very busy and dangerous. Improving this route would make for a pleasant alternative.	
46	Strongly support	I believe that quieter, safer routes will get more people in Edinburgh cycling - improving our health through both increased physical activity and fewer emissions. Also safer for children - starting lifelong physical confidence and activity.	
47	Strongly support	As a regular cyclist I would support the addition of cycle lanes throughout the city.	
48	Strongly support	I love cycling, but that area is one I would avoid at present. Bikes don't seem welcome.	
50	Strongly support	Anything which makes it easier and safer for people to travel around Edinburgh without using a car is to be applauded.	
53	Strongly support	The more safe and linked-up cycling routes can be across the city, the better, for the good of public health/fitness, emissions, congestion and safety of cyclists and pedestrians. I have been put off cycling since living in Edinburgh, due to mixing of traffic, potholes and other bumpy surfaces. So any improvements are a good thing.	
54	Strongly support	A more suitable urban environment is key to enabling & encouraging more people to cycle, which delivers multiple benefits to those persons, local residents, businesses and the environment.	
55	Strongly support	Cycling in the centre is always a stressful experience, I wish it wasn't	
56	Strongly support	The proposals represent an important step in the right direction - providing safe, segregated cycle lanes and improved pedestrian facilities that might eventually be joined up allow people to get where they want to go easily and safely. Without a car.	
57	Strongly support	I currently cycle from the meadows along Lauriston Place and it's horrendous. The cycle lanes are usually completely blocked by cars dropping kids off to school so I'm forced to cycle in the middle lane with the traffic.	
58	Strongly support	This route is important to the University demographic with the University of Edinburgh occupying Argyle House, and purchasing the fire station and the former Royal Infirmary. University staff and students cycle more than most, so there will be an increase in cycling density between the Meadows and Argyle House. This route provides a substantially safer route to the top of Lothian Road from the Meadows compared to going via Tollcross and up Lothian Road itself, however this is currently not convenient for cycling given the existing one way system on Lady Lawson Street. Connecting the Meadows to Lothian Road in this way will then provide a safe, direct and convenient route extension from those existing and planned to the Meadows, for example, from the Innocent Railway, or that planned to the Union Canal. Similarly, extensions to the NEPN seem possible. Brilliant!	

59	Strongly support	University Geo. Sq - Haymarket is a journey I used to do most days, and still do occasionally. This route would help, especially if you included Grindlay St properly and with a decent 1-stage crossing of Lothian Rd to Festival Square.	<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>
61	Strongly support	1 I live by the Meadows and such a provision will benefit me personally. 2 At times air quality in this area breaks the law. The area is densely used and populated. Cycling and walking should be promoted as a more efficient use of limited space than motorised travel.	
63	Strongly support	improved cycling conditions across the city (and the nation) will help to encourage more people to cycle - with the benefits for mental and physical health and reduced pollution.	
64	Strongly support	Cycling across the centre of the city is difficult, so any help for cyclists is a good idea.	
65	Strongly support	I live in Marchmont, and I cycle everywhere, since I don't have a car. So of course I do!	
66	Strongly support	It will help provide safe space for cycling, and hopefully go some way encourage modal shift away from the private car in Edinburgh. Planning decisions continually prioritise the private car, whilst instead sustainable transport options should be prioritised over the private car.	
68	Strongly support	My office is moving to Argyle House in Dec 2016 - Lady Lawson Street EH3 8SH - I will be cycling to my work along this route from south side of Edinburgh across the Meadows to Lady Lawson street each day 600 University staff are re-locating to this building - this includes 150 active cyclists The current crossing over Lauriston Place is awkward and there are lots of cyclists who take the route from the meadows to Chalmers street including school children at St thomas of Aquins High school and students at Edinburgh College of Art, as well as staff at The University of Edinburgh	
70	Strongly support	I work at Argyle House and currently my cycle is pleasant up to the Meadows but the last section is hazardous and stressful.	
71	Strongly support	Central Edinburgh is a very hazardous environment for cyclists. Lauriston Place in particular is busy with traffic and intimidating to cycle on. Infrastructure that helps improve cycling conditions and protect riders from harm will be very welcome.	
72	Strongly support	This route is used by many people, to the point that it can become congested at times. Also, making as many routes as possible accessible for walking and cycling would encourage more people to use them.	
74	Strongly support	My office is on Lady Lawson street and I live south of The Meadows, so an improved cycling route would be very useful. It will be a significant factor in determining whether I cycle to work.	
75	Strongly support	additional cycling/walking links between existing cycling/walking paths, good enhancements of current network	
76	Strongly support	I currently cycle through the Meadows, up Lauriston Gardens and onto Reigo Street in order to get to work on Semple Street	
77	Strongly support	I cycle this route. Better infrastructure will help.	
78	Strongly support	I am a nervous cyclist and my work has now moved to fall along the proposed route. I'd feel much happier cycling with the proposed changes. I also walk this route often and the proposed changes look to also benefit pedestrians.	

81	Strongly support	In general I support measures to make transport by bicycle safer, faster and more pleasant. I particularly support it in this location because it will filter additional bicycle traffic away from Lothian Road, reducing conflict with buses and other motor traffic, and provide a better route between the West end of Princes Street and the Meadows, avoiding Tollcross.	<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>
82	Strongly support	I live on Castle Terrace and frequently travel to the Meadows. My preferred mode of transport would be to cycle but I don't because of the fact that part of Lady Lawson Street is one-way. The proposed cycle route would enable me to cycle in both directions along this street.	
83	Strongly support	I use these streets every workday for walking or cycling. The junctions are difficult to cross when walking and the busy traffic means that separated cycle paths would be safer when cycling.	
84	Strongly support	Its a missing link for those on a bike. I go that way a lot and, whilst I use that route, it is not that easy, and distinctly off-putting for less-confident cyclists and those who (I think) Edinburgh is trying to encourage back on to a bike.	
85	Strongly support	Current cycling conditions on this route and all other potential routes connecting the meadows to the city centre are poor - inconveniencing experienced cyclists and discouraging less confident or potential cyclists. This route looks to be good starting point in rectifying this barrier to cycling in Edinburgh.	
86	Strongly support	As I commute to Lady Lawson Road from the South Side as a cyclist, and rarely bring the car to this part of town, it's all positive for me!	
87	Strongly support	currently very difficult to make these journeys on a bike due to difficult/busy road crossings and convoluted one-way systems	
88	Strongly support	The current conditions for cycling are terrible, yet it's downtown and I very frequently need to cycle from e.g. Newington to Lothian Road / Usher Hall / Filmhouse and currently cannot do so safely.	
89	Strongly support	I cycle that route reasonably frequently, and it can be pretty scary at the top of Lady Lawson street and at street's lower end. I've had a few near misses as a result of inattentive drivers coming up Lauriston place, especially.	
91	Strongly support	The Meadows is a beautiful place to walk and there are designated walking and cycling lanes. We live in the area (off Castle Terrace) and it would be brilliant to be able to walk to the Meadows without having so much car traffic.	
94	Strongly support	I speak to many people who are intimidated by cycling in the city and think this will help	
95	Strongly support	It is currently dangerous to use sections of Quiet Route 6, particularly at Lauriston Place and Spittal Street/Castle Terrace. It is essential that more people are encouraged to cycle for health, air quality and congestion reduction reasons as well as to address climate change. At present, there is no safe means of cycling between the Meadows and Lothian Road and this proposal would address this problem.	

96	Strongly support	I frequently cycle between Melville Drive and Shandwick Place via the Meadows, Chalmers Street, the Usher Hall and Festival Square. On the section of the route between the Meadows and Castle Terrace, the biggest hindrance is the one-way portion of Lady Lawson Street, where I have to dismount and walk (when heading south). Anything that can be done to improve the situation would be greatly welcome.	<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>
98	Strongly support	It would make travel on that route easier and safer for cyclists and pedestrians, and also encourage those who are currently deterred from cycling to choose this mode of travel. The resulting reduction in car traffic should reduce pollution and congestion.	
99	Strongly support	This is an important route across the city center, which currently can't be undertaken by cyclists without braving either Lothian Road or Forrest Row, both very busy and dangerous.	
100	Strongly support	I think it is very important to make principal cultural attraction such as Usher Hall, Lyceum, Filmhouse and Tracerse theatre better accessible by bike.	
103	Strongly support	The improvements shown on the scheme drawings provide a segregated functional link, albeit with a couple of issues, between The Meadows and Castle Terrace. Importantly, along much of its length it provides a segregated cycle way by taking road space and without taking space from pedestrians. If Edinburgh is to continue delivering an increase in modal shift, this type of redistribution of transport space is a must.	
105	Strongly support	I am predominantly a cyclist and pedestrian - as both I am poorly-served by current infrastructure between these locations.	
106	Strongly support	The city is crying out for some North-South safe cycle links.	
107	Strongly support	I would use this cycle route along with my young children twice a week. At present it is not safe enough to cycle with young children.	
108	Strongly support	My girlfriend and I regularly follow this route to get from Montague Street to the cinemas and shops on Lothian road. On the way back we have to get off and push up Lothian road, it will be great to be able to cycle the whole way, and to be separated from cars the whole way.	
109	Strongly support	More city centre routes are vital to allow commuters and others to move around	
110	Strongly support	It's currently very annoying that Lady Lawson Street is a one way street. Whenever I want to go south of Edinburgh from Castle Terrace I always have to walk Lady Lawson street until I get to Lauriston Place. Lady Lawson should remain one-way for cars and become two-way for bicycles.	
111	Strongly support	In order for Edinburgh to solve its congestion problems it needs to move people to other transport modes. A proper accessible and safe cycle network that takes people where they want to go is a pre-requisite. This is another small step in that direction.	

112	Strongly support	the current layout of Lady Lawson St for an example in this area, is not conducive to effecting smooth journeys between the 2 locations you have specified for this question. The West Port is another area that is in need of traffic management, and is a rat run. I would support ANY and ALL improvements, if they cut pollution and reduced potential for accidents at these locations.	<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>
113	Strongly support	Any dedicated path is better than the current Lothian road/A700 route	
114	Strongly support	The Meadows has a good cycle route but it dumps you on Melville Drive. If you're heading West or to the City Centre you either go through Tollcross - very nasty - or take a convoluted way to the Canal. Ideally the Meadows should pick up a safe route through Tollcross and down Lothian Road, which would solve the north to south problem when cycling in Central Edinburgh. This, though not ideal as it's hillier than Lothian Road, would circumvent Tollcross and get the cyclist to the West End via Festival Square.	
115	Strongly support	It is important to encourage cycle use within the city. In particular, to link the cycle routes on the Meadows to the centre of the city without having to brave the traffic on Lothian Road.	
116	Strongly support	I strongly support the council in their long term plan to increase cycling and walking. Improved cycling conditions will help this aim.	
117	Strongly support	Until last week (when we moved offices) I cycled a couple of times a week, during morning rush hour, from The Meadows up Chalmers St and down Lady Lawson St as per the first bit of this proposed route. The section when you have to turn left on to Lauriston Place from a steep uphill standing start at traffic lights, and then right onto Lady Lawson Street is particularly difficult as you have to hold your line against impatient drivers wanting to squeeze past, and not suitable for less confident cyclists. These improvements address that issue and make a sensible through route across to Lothian Road for cyclists.	
118	Strongly support	This is an area where I currently would not choose to cycle even though I work on Lady Lawson Street. These proposals would encourage me to cycle.	
120	Strongly support	Desperately needed as alternative to dangerous Lothian Rd.	
121	Strongly support	Edinburgh desperately needs better, safer cycling connections across the city.	
36	Support	In favour of any improvements which encourage cycling or walking over cars.	
39	Support	I live near this area, I think it would be good to have a quieter cycling route into town than the busy alternatives: Lothian Road and George the forth bridge. However, though the other routes are busy, the roads are wide and there tends to be space for cyclists.	
51	Support	It's fine as long as the impact isn't too great on drivers	
52	Support	It makes the streets look modern	
60	Support	Improving access from the Meadows towards the West End would increase volumes of the cyclist in an area which is reasonably busy. A high volume of companies resides in the area which has a high volume of potential cyclists and this proposal would give people confidence to use their bike.	
67	Support	Want to encourage more cycling in the city. That area can be quite busy with traffic. Connects a lot of businesses / university buildings.	

92	Support	it is about improving walking too not just cycling. I am happy to support initiatives that make cycling more appealing	<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	Support	There is a need for safer cycling and the separation of cyclists from other users (including pedestrians).	
97	Support	I often cross Lothian Road by bike. The current crossing is badly placed. I do not see the trees in Castle Terrace in the plan. Are they staying? What about the Farmer s' Market?	
104	Support	I often use the upper Lady Lawson St route back from Meadows and would welcome a more cycle friendly pathway there.	
8	Neither support or oppose	I support improved cycling and walking conditions but believe that dedicated and fully independent cycle and walking routes are the only way to really achieve this.	
43	Neither support or oppose	I am very lukewarm regarding the suggested changes. It is very clear that this is mostly about cycling, not walking. Walkers in this area (I am one of them) do not have an issue with current traffic levels. What is increasingly becoming a hazard however is the number of selfish cyclists.	
73	Neither support or oppose	As a pedestrian I see a lot of cyclists using the pavement. Introducing partial or not adequate cycling routes can introduce additional cyclists using the pavement as an alternative route.	
10	Oppose	I walk to work via this route and it is rendered dangerous for pedestrians by virtue of the behaviour of cyclists. There is already ample provision for cyclists both by way of Middle Meadow Walk and via cycle routes on Melville Drive (which is now subject to a 20 mph speed limit which is also to accommodate the demands of cyclists). Coronation Walk IS NOT wide enough to accommodate cyclists and pedestrians safely and any widening would require trees to be moved or removed altogether which would be severely to the detriment of the Meadows as a whole. Further, cyclists regularly use the pedestrian crossing at Jaw Bone Arch, amidst the pedestrians and swerving around the traffic barrier - making Coronation Walk a designated cycle path would only exacerbate this situation. If these proposals are implemented the walkways through the Meadows will be taken over by cyclists. "Improved facilities for pedestrians" has been tacked on at the end as an afterthought - priority needs to be given to pedestrians using the footpaths in the Meadows and they should not be pushed aside simply to provide a more convenient route for cyclists.	
25	Oppose	Heading westbound from the Cowgate means motorists have to take a huge detour to get on the West Approach Road. Heading west is difficult enough after 9pm, this proposal makes the situation even worse 24hrs a day. New route would be: - Though West Port to East Fountainbridge, Right on Semple Street Left down to Morrison Street Right on Morrison Link I feel the planners need to think more about how this impacts east/west travel through the city centre. This is particularly bad for those of us who live in the city centre. It's getting close to the stage that I'd be quicker heading south to the bypass in order to go west to say, Livingston. From my understanding of the plans, coming east to the Cowgate from the West Approach Road would be largely unaffected as you can easily detour around Spittal St & West Port	
49	Oppose	Looks like it encourage more cycling on pavements.	

69	Oppose	As someone who cycles on this route as part of my commute I can see no advantage to any group (car, foot, bike) and it may lead to more congestion	<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>
3	Strongly oppose	There has been no consideration made as to where the traffic will go, there is two schools in the area both with a large number of pupils from outwith the local area. By this you are just creating more congestion and more conflict	
11	Strongly oppose	You have provided precisely zero information on what you intend to do. There are no images of what the "upgrades" will look like (you may have this information but it is not easily available) - the only picture I can see is a woman walking on a road. Without this information this "consultation" process is a complete waste of money and I am therefore strongly opposed to it.	
15	Strongly oppose	You are not thinking how this will damage the small businesses that make up this community ?	
17	Strongly oppose	It is the only exit for traffic for Quartermile residents and its public parking; it is used all day for the eye pavillion mainly for elderly people being dropped by car/taxi; there is limited space for school drop off and pick up so the road is never quiet at peak times of the day; any road works causes congestion and the parking is used all day long so driving space is narrow and with all of this it is inconceivable how it could have a designated cycle route as well.	
31	Strongly oppose	The scheme does not provide any advantageous for pedestrians. It disadvantages motorists, local traders will find it more difficult to get goods to their premises. And as cec is cutting social and education service it is a gross waste of public money.	
33	Strongly oppose	Speaking as a cyclist, this would be a disaster: the numbers of cyclists going along Castle Terrace and West Port is minimal, and traffic here is relatively slow, so benefit to cyclists is small to non-existent. By contrast, the disruption to the flow of traffic round this area would be enormous, bordering on catastrophic. Worse still, frustrated drivers are a grave threat to cyclists. The best conditions of car traffic flow _from the perspective of cyclists_ are steady, predictable, constant but not fast flow. Speaking as a parent of children at George Heriots, the proposal to make Lauriston Place one way is utter, utter madness: if we can only access the school from one direction, you will have ALL school traffic on a spectacularly bonkers circular route: this could paralyse traffic flow throughout more or less the entire city centre.	
35	Strongly oppose	it's only a short ride by bike in current setup and changing it to improve short cycle commute will make it harder for cars, bikes, buses...	

62	Strongly oppose	It's a vanity project that is squandering public money, and a poorly chosen one at that. There are quiet streets on this route - Lauriston Gardens then Lady Lawson Street/Lauriston Street - that allow less confident cyclists to avoid Lothian Road. Even if these cyclists were terrified, they could walk this tiny distance in less than five minutes!	<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>
79	Strongly oppose	<p>My views, below, relate to cycling. I do not currently have an opinion regarding walking. I have cycled in Edinburgh extensively since working and living in the area (over 17 years) and I do not consider the conditions to be particularly bad. In particular the smaller streets such as Lady Lawson Street are not those that require most attention: they seem to require quite radical measures for small benefits. By far the most encouraging thing for my cycling are routes like the Union Canal and Water of Leith which allow me to travel for the bulk of my journey away from traffic entirely; in fact without these, I think I would not have taken up cycling as my main form of commuting. Alteration of comparatively short lengths of small streets near the centre, even if helpful when considered in isolation, do not make a significantly useful contribution. There are also some significant disadvantages to the sort of scheme proposed. The segregation of cycles and traffic creates a situation where a bicycle appearing in the "wrong" part of the street is unexpected (and real world conditions often require cyclists to use part of the road outside the designated lanes). It also fosters an "us and them" attitude between cyclists and other road users. This may be inappropriate but it is understandable that motorists should feel frustrated and resentful if they suffer congestion and inconvenience. Bicycles need to be accepted as party of normal road traffic, on any street, and this outcome becomes less likely the more they are seen to be prioritized at the expense of motorists. My most important comment is last: absolutely the worst menace I face as a cyclist is poor road conditions (pot holes etc.) These cause damage, discomfort and (in the need to dodge them) conflict with other road users. I would rather see all funds for special cycle scheme diverted into basic road maintenance.</p>	
90	Strongly oppose	get them off the roads!	
101	Strongly oppose	One way of Lady Lawson Street between West Port and Castle Terrace. No turning Right at Lady Lawson Street and West Port.	



## Online Survey – Support for Improving Walking Conditions

Ref I.D.	Support Level	Can you briefly explain your view on the last question?	Council Response
10	Strongly support	It should be made clear that Coronation Walk is NOT a cycle path, and this position should not be changed. The link between Coronation Walk and Chalmers Street should be improved. Consideration might be given to reconfiguring the traffic lights at the junction with Lauriston Place / the location of the bus stop here as this crossing is quite dangerous due to pedestrians having to wait a long time to cross and buses often blocking the path or visibility. The junction at Jaw Bone Walk has been closed for a ridiculous period of time - it should have been reinstated to the point that it was capable of use until the Jaw Bone was reinstated. It should be made clear that the pedestrian crossing here is not for cyclists.	<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>
12	Strongly support	as previous	
13	Strongly support	Same applies to walking though some would bike to (say) the Filmhouse etc if it was quiet enough and there was secure parking for bikes at other end. Gothenburg manages this with similar mix of terrain / weather so should be possible in Edinburgh.	
16	Strongly support	Lots of people walk in this area and some of the improvements will make walking much more pleasant and safe.	
21	Strongly support	See my previous answer! Making our city centre a nicer place to be can only help our local economy.	
23	Strongly support	The pavement improvements would be worth this along especially top of Lauriston Place for example	
26	Strongly support	As before. Making walking easier, safer will encourage people to do it	
27	Strongly support	For the same reasons as my previous answer -- walking is my other main route to work. The crossings in particular are problematic.	
28	Strongly support	Traffic levels on these streets are too high, and pavements too narrow, to make it pleasant to walk along them. Taking road space from cars and giving it to cyclists will create a more pleasant walking environment and encourage more people to walk to work, shops, study etc and therefore increase footfall to local businesses and reduce traffic pressure.	
29	Strongly support	Often as a pedestrian one is left feeling that you are at the bottom of the pecking. For example the pedestrian crossing Waverley bridge takes an age to change to allow pedestrians to cross. So anything that improves the conditions for pedestrians is to be encouraged.	
32	Strongly support	Many people would prefer to walk to work. Making this safer and more pleasant would only encourage more walking so can only be a good thing.	
34	Strongly support	See response to previous question.	
37	Strongly support	I would strongly support improved walking conditions anywhere in the city. Edinburgh was built for walkers.	

38	Strongly support	I work at Argyle House. Pedestrian routes out towards Bread Street and South towards the Meadows are unpleasant, dangerous in places, and require long waits at several crossing points. Improving walking conditions would enhance the experience of working in that area, and I suspect, increase trade in the local cafés and shops.	<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>
39	Strongly support	It is a quick and quiet root into town for pedestrians, avoids the crossings and busy Lothian road and avoids all the crowds and tourists of George the cry. I often walk this route into town with my baby in tow.	
40	Strongly support	this would give another route into the city centre which currently is not pleasant to use	
45	Strongly support	Improving walking conditions makes for a nicer city for residents and visitors.	
46	Strongly support	I've seen a big increasing in walking in Edinburgh and think that some of the conditions for pedestrians are not great so would like to see improvements	
48	Strongly support	Edinburgh is a city which is great for walking, but walking isn't pleasant with traffic beside you.	
49	Strongly support	Cyclists are a problem. If they could stay on the road that would be helpful.	
50	Strongly support	As per previous.	
54	Strongly support	Moving the focus of urban design away from cars towards pedestrians & cyclists has been proven to deliver benefits to the environment, businesses and people's health & wellbeing.	
56	Strongly support	The proposals represent an important step in the right direction - providing safe, segregated cycle lanes and improved pedestrian facilities that might eventually be joined up allow people to get where they want to go easily and safely. Without a car.	
57	Strongly support	Active travel is more important than ever with the countries growing obesity epidemic. Spending a littl now on encouraging activity can save a fortune on NHS costs later.	
58	Strongly support	As with cycling, this presents a direct route for those travelling between the existing and new University buildings in the area. It also represents a direct route for pedestrians from the Meadows to the west end of Princes Street without going along the multilane traffic fumes of Lothian Road.	
61	Strongly support	1 Active travel like walking meets many criteria of LA and government: it tackles obeisity, low exercise levels and high levels of pollutants. 2 It's a beautiful and historic area of the city where many visitors spend time.	
64	Strongly support	Several road junctions are difficult to cross, or have traffic lights that require walkers to wait for several minutes and cross the junction in stages.	
66	Strongly support	Same opinion as previous - planning decisions should prioritise sustainable transport methods over the private car. Improvements in walking provision will improve the quality of the public realm.	
67	Strongly support	I walk everywhere!	

68	Strongly support	many school children, students and adults / staff / local residents walk this route - we should encourage walking as it is good for your health	<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>
70	Strongly support	I go for a run at lunchtime daily to the Meadows.	
71	Strongly support	This is a very busy central area, with major cultural venues, the art college, eye hospital, and a secondary school all on the route. Creating safer crossing points, wider pavements, reducing corner radii on junctions will all help to make the streets safer for pedestrians.	
77	Strongly support	I walk this route. Better infrastructure will help.	
78	Strongly support	I frequently walk this route and improved crossing provision would be beneficial	
81	Strongly support	If I am in this area I would most likely be walking, and would appreciate less traffic and easier road crossings.	
83	Strongly support	These junctions are difficult to cross and making it easier for walkers would make things safer and encourage more people to walk for the benefit of their health and savings for the NHS.	
84	Strongly support	Its a link between major pedestrian areas, both for locals and visitors alike - but its not an appealing walking route at present.	
85	Strongly support	Again, there are many challenges when currently walking on any route between the meadows and Castle Terrace, particularly at Tollcross and the bottom of Lothian Road. I strongly support any attempt rectify this.	
89	Strongly support	It's the route from the Marchmont/Bruntsfield part of town to the city centre that people take if they want to avoid the noisy and polluted stretch down Lothian road. Making it more pleasant to walk that way will encourage more active travel, getting people walking rather than taking the bus or the car.	
91	Strongly support	We walk back and forth all the time between Castle Terrace and the Meadows and it would be brilliant if the walking paths were wider and more even with less traffic.	
92	Strongly support	Walking should be encouraged and i support this initiative to create a friendlier route across town away from traffic	
93	Strongly support	Most people need to get around between bus stops on foot. Links Lothian Road with medical facilities at Chalmers St.	
96	Strongly support	Crossing Lauriston Place is often difficult, and I would welcome any measures that make this easier.	
98	Strongly support	Taking this route requires pedestrians to cross several busy roads, subjecting them to pollution and delay. This is a particular concern for children attending local schools, such as St Thomas'. Pedestrians should be given greater priority over motor vehicles at these junctions.	
99	Strongly support	similar reasons to those expressed for cycling	
100	Strongly support	I think it is very important to make important cultural venue (usher hall, Lyceum, traverse, filmhouse) better accessible by active travel (bike and foot)	

103	Strongly support	Edinburgh is a very walkable city but space for walking needs to be improved. I strongly support any measure that will deliver improvements for both walking and cycling as both contribute to Edinburgh as a liveable 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>
105	Strongly support	I am predominantly a cyclist and pedestrian - both are poorly-served by infrastructure between The Meadows and Castle Terrace.	
108	Strongly support	We also walk this way regularly. Slow pedestrian lights and unnecessary guardrail are the main obstacles. It would be great if the guardrail at the top of Chalmers street could be removed.	
109	Strongly support	Our city centre is walkable in a reasonable amount of time, but only if we make it safe and convenient will people do it.	
110	Strongly support	Pavements on Lauriston Place, on the side that is closest to the Mid Meadow Walk, are very small. They could be definitely be enlarged without affecting traffic on Lauriston Place.	
111	Strongly support	Urban environments needs safe active travel routes. This is a route incorporating at least 2 large schools, and so helps that.	
112	Strongly support	again, any and all improvements here to reduce pollution and congestion from motorised vehicles would be welcomed.	
114	Strongly support	If it is improved for cycling it should be improved for walking as well.	
115	Strongly support	Making "active travel" as pleasant as possible benefits everyone.	
116	Strongly support	Poor air quality is recognised by the medical profession as a major cause of premature death. Improving walking conditions will allow car users to walk rather than drive.	
120	Strongly support	This mostly benefits cycling. Walking is currently mainly OK.	
5	Support	Always good to encourage people to walk	
6	Support	The walking route is better than the current cycling route, but could still be improved	
8	Support	To encourage and support walking around the city and make full use of the amenities.	
11	Support	The pavements across Edinburgh are a disaster and require serious attention. I am positive that works are undertaken to enable people to walk across the city without having to trip on hazards or navigate between ridiculously positioned street furniture.	
15	Support	The walk ways are uneven and there are loose slabs	
25	Support	Getting around the city in something other than a car is a laudable undertaking, it's just not possible for me when I work and play. I carry around large items as part of my job and when I play, I don't play in the city. So while I support the goal to make walking and cycling easier and safer, I don't want it to adversely affect those that can't walk or cycle.	

36	Support	It's no distance at all - easily walkable by the majority pf people!	<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>
44	Support	Some of the paths/pavements are in bad condition and there can be a problem with dumped rubbish and overflowing bins sometimes.	
51	Support	Its fine as long as the impact isnt too great on drivers	
52	Support	Making the street much nicer and easier to walk along	
55	Support	It's already walkable I think, but I will always welcome fewer cars in the centre	
59	Support	Conditions are better than for cycling but still far from ideal, e.g. getting from Chalmers St to Lady lawson St.	
60	Support	Any improvement to walking conditions are very welcome for all users, residents, bus users, disabled and car users. The current crossing on Lothian Road would be a great improvement at a key desire line.	
63	Support	improving walking conditions across the city will help to encourage residents to walk instead of motorised transport, and also may make things more pleasant for tourists/visitors.	
65	Support	Supporting walking seems pretty obvious to me too, however, I think walking is already fairly well supported.	
72	Support	Much the same as said in previous comment	
73	Support	Traffic lights are to a certain extent dangerous for pedestrian especially around Lauriston street into Lauriston Place and West Port. There are crossings which crossed have no lights or are confusing.	
74	Support	Improving conditions for pedestrians is always a good idea. Currently the route from the Castle Terrace area to the Meadows includes some crossings that are not well designed for pedestrians.	
75	Support	safety and enjoyment	
76	Support	I work in the area and often walk these routes	
87	Support	crossing of lothian road is currently poor	
88	Support	I think the walking conditions are currently ok, but indeed could improve a bit still, especially with less speeding cars and better crossings (in desire lines and not where it's most convenient for cars, which seems to be what guided past city planners)	
95	Support	There is a need for a signed route with improved walking conditions between the Meadows and Lothian Road.	
117	Support	These are busy streets (with both traffic and pedestrians) The pavements are narrow and there are always crowds of people wanting to cross at the West Port/Lady Lawson St lights.	

		At other junctions there are no lights to allow pedestrians to cross safely, and wide roads with speeding traffic make it hazardous to do so - in what is a busy office and tourist area.	
17	Neither support or oppose	It is fine at present. There are good pavements and plenty of pedestrian crossings covering the whole route. I use it often and have never had a difficulty reaching one from the other.	<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>
18	Neither support or oppose	There are many existing walking routes, on pavements, between these locations.	
31	Neither support or oppose	I walk the route twice a day. There is no problem with the current arrangement.	
33	Neither support or oppose	Better crossings are fair enough. Meh.	
43	Neither support or oppose	I regularly walk in this area and have done so for years without problems with motor traffic. I cannot see how any of your proposals will benefit walkers - rather your proposals are bike-centric. In recent years the increasing number of selfish cyclists in the Meadows and surrounding areas has made walking more difficult.	
53	Neither support or oppose	I think the walking conditions are adequate at present. I have find this part of the city readily walkable.	
69	Neither support or oppose	No improvement gained from this scheme	
82	Neither support or oppose	I believe that the current walking conditions between The Meadows and Castle Terrace are satisfactory.	
86	Neither support or oppose	It's not a bad route as it is. There are a couple of busy crossings but they have pedestrian crossings, so it's fine.	
90	Neither support or oppose	anyone can walk (well most people) - what's the problem?	
94	Neither support or oppose	I think walking conditions are fine as is	
104	Neither support or oppose	Don't walk it much -more by bike.	
79	Oppose	I have not noticed any particular issues walking in this area, so I do not see a need to prioritize spending on this; but I do not strongly oppose as I an not aware of issues with walkign conditions that would have the same impact on other road users as those proposed for cycling.	
3	Strongly oppose	There is sufficient provision, with wide pavements and crossing points, so no improvements required	
62	Strongly oppose	Again, it's a waste of money and vanity project, NOT a response to citizens' needs. There are multiple routes, and walking down Lothian Road is evidently not a problem, it's a busy street for footfall.	
101	Strongly oppose	One way of Lady Lawson Street between West Port and Castle Terrace. No turning Right at Lady Lawson Street and West Port.	

## Online Survey – Support and Comments on Proposals

Ref I.D.	Support Level	Can you briefly explain your view on the last question?	Council Response
2	Strongly support	It generally looks very very well designed.	
4	Strongly support	Look excellent	
13	Strongly support	Seems like a good start with Meadows as great feeder for routes starting in Marchmont and beyond.	
16	Strongly support	The arrangements where the plans meet Lothian Rd still leave walkers and cyclists in quite difficult and dangerous places when they get to Lothian Rd which itself needs much better provisions for walkers and cyclists, especially in terms of space and traffic light priorities.	
23	Strongly support	Seems sensible	
29	Strongly support	Will the junction and crossing of castle terrace with Lothian road to be improved and will pedestrians and cyclists be segregated?	Due to the configuration of the signals at the junction of Lothian Road and Castle Terrace, any of these suggested changes would require further re-configurations to the neighbouring junctions on Lothian Road. The cost and scale of this work is beyond the scope of this current scheme.
32	Strongly support	I'd like to know whether cyclists are allowed to turn right from Lady Lawson Street into West Port (traffic would not be). I would want to do that as part of my daily commute. Otherwise I'd have to dismount and cross as a pedestrian to do it legally, or take some detour around via Lothian Road with the traffic in order to get to West Port (travelling east).	Cyclists will be permitted to make this manoeuvre.
45	Strongly support	The junction at Lady Lawson and West Port really needs improved. The current area is very bike-unfriendly, and the pavement on the slope outside the ECA is slippery when wet. Perhaps some landscaping outside Argyle House could also improve the look and feel of the area?	The issue of the slope and lack of grip at the corner of the ECA will be assessed to see if it can be addressed.
48	Strongly support	I don't agree with one way systems which are also one way for bikes. Cyclists may not know another route, and often feel vulnerable when they can't go the 'obvious' way in busy areas. They are worried about being forced onto a busy road and perhaps having to turn right in heavy traffic. The straight and obvious road is best. I can't see if the one way also applies to bikes.	The segregated cycleway will be two-way, so cyclists shall not be impacted by the one-way enforcement.
54	Strongly support	Great to see a large proportion of segregated cycleway that actually follows the desired path for most cycle traffic through the area. Care should be taken to avoid additional road clutter and minimise confusion for all users. The scheme would benefit greatly from being linked into developments on Lothian Road so that the finish coming out of Castle Terrace isn't so jarring and abrupt, leaving cyclists to merge with traffic at a busy, potentially confusion junction onto a fast moving, high traffic volume main road through the city. Consideration should also be given to signal timings to allow cyclists to flow easily, which will encourage better uptake of the cycle path and less cyclists choosing to	Signal timings along the route will mainly be with traffic, furthermore we are considering early cycle release signals at some of the lights.

		stick to the the road for better signal timings. In this very developed part of the city, priority should be given to pedestrians & cyclists over vehicle traffic.	
55	Strongly support	Bike paths properly separated from the city, as the proposed path on Lady Lawson Street, are much, much nicer for cycling.	
58	Strongly support	<p>The segregated two-way cycle route looks great. Chalmers Street - ideally the ASZ feeder should be kerb separated, because drivers may revert to two lanes at the lights, obviating the benefits of the early release for cyclists. At a minimum it should be a mandatory, not advisory cycle lane, however the distinction will be lost on queuing drivers, hence the preference for a kerb separated cycle lane. Lauriston Place - consideration should be given to how cyclists from the east join the new segregated track on the opposite side of the road. Perhaps early release on Lauriston Road or an all ways cycle phase? Lady Lawson Street - the two-way lane narrows too much at the junction with Lauriston Place. The existing orphaned cycle lane there should not be used as a guide. West Port - cyclists approaching this route from both directions on West Port will wish to join it. It looks relatively easy for cyclists from the Grassmarket, but less so for cyclists from the west, particularly turning right towards the Meadows. The proposed "no right turn" from Lady Lawson Street should be "except cyclists" to allow for turning down the West Port, and any signs showing no turn into Lady Lawson Street should also be "except cyclists" so that cyclists can legally join the cycle track. Finally accommodations must be made for cyclists turning off the cycle track up or down West Port. This is perhaps easiest via a cycle only phase on these lights, otherwise cyclists making these turns could be conflicting with motorised traffic. Castle Terrace (east) - the radius of the turns on this section seems a little tight - 90 degree turns are not easy on a cycle. And you know it's good if that's the only fault found! Changing these turns should also allow for a longer section of perpendicular cycle track prior to the crossing of Castle Terrace, enhancing safety. Some treatment for the crossing itself may be necessary for giving a visual indication of cycle priority, possibly by continuing the colour treatment and/or a raised table. Lothian Road - the crossing should be made a single stage crossing (possibly even a Toucan crossing) as that will facilitate a future joining of Grindlay Street to the Festival Square and the cycle paths leading from there. Moving the crossing alone is good, however if going to the expense of moving it at all, it would be better to future proof it by making it a Toucan and single stage. Castle Terrace (west) - the track does seem to simply stop here, rather than actually connect with Lothian Road. Even in the absence of cycle facilities on Lothian Road at this point, why not continue the track to the junction and add an all ways cycle phase for cyclists at this point? The width taken up by the existing pedestrian island could be used for this extension (bearing in mind the level differences with King's Stables Road), however this would also be of benefit for pedestrians, allowing for a single stage crossing of Castle Terrace.</p>	<ul style="list-style-type: none"> <li>• Chalmers Street. We shall re-assess whether Chalmers Street is sufficiently busy to require segregated cycleways.</li> <li>• Lauriston Place - We shall consider introducing a two-stage right turn at the junction of Lauriston Place and Chalmers Street so that cyclists travelling westbound on Lauriston Place can join the segregated cycleway.</li> <li>• Lady Lawson Street – at the corner with Lauriston Place the cycleway shall be widened to make this turn easier.</li> <li>• West Port – we shall consider an exemption of the 'no right turn' for cyclists. We have included a signed 'two-stage' right turns for cyclists so that they can safely enter and exit the junction.</li> <li>• Castle Terrace - There is a balance to be struck between providing cycle desire lines and designing in sufficient deflection to ensure cyclists slow down sufficiently to ensure they can assess the junction and cross safely. We shall re-assess the design to ensure the optimum solution is achieved.</li> <li>• Lothian Road – The crossing to Festival Square will be a Toucan crossing. Due to the configuration of the signals at this junction, any of these suggested changes would require further re-configurations to the neighbouring junctions on Lothian Road. The cost and scale of this work is beyond the scope of this current scheme.</li> </ul>



63	Strongly support	I would hope that the 'segregated' cycle lanes would be separated from roads (and pedestrian pavements) by a curb or other physical barrier, rather than just paint which is fairly ineffectual at maintaining a clear segregation. The meadows-holyrood park segregated lanes are good examples of where this is working quite well. I would encourage the council to paint on the road/pavements at crossings to instruct cyclists and pedestrians where they should be, as currently on the meadows-holyrood park link the lack of any delineation on the road crossings causes quite a lot of confusion and potential for conflict/accidents.	We are proposing that the segregation shall be achieved with level changes and kerbs not paint.
66	Strongly support	The design looks good, but care must be taken to ensure conflict between pedestrians and cyclists is minimised. It would be helpful to provide an increase in the number of pedestrian/cyclist crossing phases at controlled crossing, e.g. north/south junction arms - pedestrian phase - east/west junction arms - pedestrian phase, as has been done with controlled crossings of the High Street with George VI Bridge and High Street with North and South bridges.	To avoid conflict at signals, wherever possible cyclists are phased separately to pedestrians
71	Strongly support	I strongly support the designs overall. Segregated facilities for cyclists will help save lives, and narrowing roads at junctions will improve safety for cyclists and pedestrians. Some details could be improved: 1. Better cycling facilities could be provided on Chalmers St. These would benefit school pupils, students and commuters. 2. The junction between Lady Lawson St. and Castle Terr. needs some work to make it safer for cyclists turning left out of Lady Lawson St. and the exact route of the segregated cycleway around the roundabout could be improved to remove sharp right angle turns and switchbacks. 3. Give way markings should be marked on any raised tables over entrances (e.g. Hunter building car park on Lauriston Pl; Entrances to Castle Terr car park) to encourage motorists respect the cycleway and give way to cyclists rather than blocking their path. 4. The realigned pedestrian crossing on Lothian Road is welcome, but should be made single phase rather than staggered as in the designs. This would benefit cyclists and pedestrians, and connect the Usher Hall/Grindlay St better with Festival Square, thus aiding placemaking in what is a major arts hub for the city all year round. The impact on motor traffic ought to be minor as there are already two other signalled junctions within 100 metres either side of the proposed relocated crossing. If Edinburgh is serious about creating better conditions for walking or cycling around the city then it should not be considering staggered crossing points on busy roads, which corral people onto tiny islands in the middle of four lanes of traffic.	<ol style="list-style-type: none"> <li>1. Chalmers Street. We shall re-assess whether Chalmers Street is sufficiently busy to require segregated cycleways.</li> <li>2. Lady Lawson St/Castle Terrace - There is a balance to be struck between providing cycle desire lines and designing in sufficient deflection to ensure cyclists slow down sufficiently to ensure they can assess the junction and cross safely. We shall re-assess the design to ensure the optimum solution is achieved.</li> <li>3. Give way markings to prioritise cycleway ahead of egressing traffic form the car park shall be considered.</li> <li>4. Due to the configuration of the signals at this junction, any of these suggested changes would require further re-configurations to the neighbouring junctions on Lothian Road. The cost and scale of this work is beyond the scope of this current scheme.</li> </ol>
81	Strongly support	I strongly support it, and appreciate that it connects up with other quiet routes at the Meadows end. However there is no obvious way to continue on from Lothian Road without mixing with heavy traffic.	At the end of the route there shall be cycle parking so that people wishing to visit the city centre can alight here. Providing a segregated link along Lothian Road would be beyond the resources and scope of the current scheme.
88	Strongly support	I think the segregated bits are excellent, and the idea to put QUALITY infra on Lady Lawson street especially makes sense. It's frustrating to cycle there currently with bits and pieces of quite poor infra.	
89	Strongly support	It looks like the cycle path is fully segregated -- if that's so, that's great. We need more total segregation of bikes and pedestrians and cars.	On Lady Lawson Street, Castle Terrace and Lauriston Place, the cycleway is proposed to be fully kerb segregated.

93	Strongly support	Segregation of cyclists and improved crossings welcomed.	
98	Strongly support	It appears to address problems that I have experienced while cycling on this route, such as turning right from Lauriston Place into Lady Lawson Street and into Chalmers Street.	
103	Strongly support	The scheme appears to maintain priority across junctions, a key element of successful cycling infrastructure. However, while it is outwith scope of this scheme, I have some reservations about the route at the west end of Castle Terrace and onwards to links with other parts of the network such as NCN route 1 at Charlotte Square and local routes via Rutland Square. Negotiating Lothian Road for cyclists heading north needs to be made suitable for all rather than those who feel confident amongst a couple of lanes of traffic. The relocated crossing to Festival Square across Lothian Road provides a link to existing routes but this is less direct than improving Lothian Road itself for cycling. As a key north-south route for people using all modes of transport in Edinburgh, improvement of Lothian Road seems an essential 'Phase 2' of this scheme.	As you have noted, the extension of the route further north is beyond the scope of this scheme. However, the Council is intending to consider improvements to the West End Junction of Lothian Road and Princes Street as part of the larger Central Edinburgh Transformation Project.
107	Strongly support	The real need for the route is along Brougham St, Lady Grey St and Lothian Rd - this is the real route that cyclists want to take as it passes many shops, places of employment, entertainment. This is also evidenced by Spokes' survey, showing that 25% of vehicles on Lothian Rd are bikes. That said, the route proposed along the back streets will be a useful alternative until such time as Lothian Rd can be sorted out and converted from its present motor-car dominated form. On the design: 1. Chalmers St needs segregation, particularly with the junction at Lauriston Pl. due to the high volume of traffic accessing Quatermile (large underground car-park). I would not feel safe cycling with children here without segregation. 2. The width of the cycleway on Lauriston Pl is too narrow. 2.1m with 25cm of separation from oncoming thundering trucks & buses is completely unacceptable, given the high usage there will be of this route. 3 metres is the recommended width, with a minimum separation of 0.5m, as per Designing Streets and this width should be maintained along the length. 3. The segregated cycleway should be continued East along Lauriston Pl., as far as Bristo Sq., to make a useful connection to the University. 4. The width of the cycleway on Lady Lawson St is too narrow, again should be widened out to 3 metres. 5. Further improvements need to be made to Grindlay St e.g. segregation, removal of end-on parking, since the Squares either side of Lothian Rd are major destinations. I would not feel safe cycling with children along Grindlay St as designed. The Grindlay St. / Spittal St junction looks particularly bad for cyclists. 6. Clear priority needs to be given to cyclists crossing the NCP car park entrances at Castle Tce. And measures added to prevent the cycleway becoming blocked by Farmers' Market vans etc. 7. The cycleway simply "gives up" at the end of Castle Tce, leaving cyclists on their own on the 5-lane motorway that is Lothian Rd. Imagine bringing your family by bike down Castle Tce, then having to brave Lothian Rd - unacceptable. Please continue the cycle route to Princes St / Shandwick Pl. 8. The 2-stage fenced-in pedestrian crossing on Lothian Rd. is wholly inappropriate (completely useless for bikes), and a wide single-stage crossing is essential. Such a single-stage crossing was envisaged by the City's former Design Champion, Sir Terry Farrell, some 10 years ago, and it is very disappointing to see the current plans downgrading it to a bog-standard 2-stage guardrail-enclosed crossing.	<ol style="list-style-type: none"> <li>1. Chalmers Street. We shall re-assess whether Chalmers Street is sufficiently busy to require segregated cycleways.</li> <li>2. The space available on Lauriston Place is very constrained. We have taken the maximum available space whilst maintaining two way traffic on a busy route and required minimum footway width.</li> <li>3. Extending the segregation to Bristo Pl is noted as a suggestion for the future, but is beyond the scope of the current project.</li> <li>4. The width along Lady Lawson Street conforms to the minimum requirements of the Edinburgh Street Design Guidance. On balance, when considering the needs for local people to retain some parking and access to the area, we feel this width is sufficient.</li> <li>5. We consider Grindlay Street to be sufficiently quite not to require any further interventions.</li> <li>6. Give way markings to prioritise cycleway ahead of traffic egressing the car park shall be considered. We will consider way to effectively manage the parking and loading during the farmer's market.</li> <li>7. Due to the configuration of the signals at this junction, any of these suggested changes would require further re-configurations to the neighbouring junctions on Lothian Road. The cost and scale of this work is beyond the scope of this current scheme. However, they may be considered as part of the Central Edinburgh Transformation Programme.</li> </ol>

108	Strongly support	I think segregation is extremely important for building cycle routes, and agree with the council strategy of picking some (hopefully) uncontroversial routes first. I think the decision to have the pedestrian crossing of Festival Square as a two stage crossing is extremely poor, it should be a one stage crossing. This crossing is not the cause of the congestion on Lothian road. Some parts of the cycle route could be straightened out a bit, it is hard to make a ninety degree turn on a bike. It would not be difficult to extend the cycle track on Lothian road all the way from Forrest Road to Tolcross (it would be expensive, but I don't think it would be difficult or politically controversial). This would be a very significant improvement.	Making the changes you suggest is beyond the scope and budget of this scheme. However, they may be considered as part of the Central Edinburgh Transformation Programme.
114	Strongly support	Castle Terrace - there's a danger that the cycle lane will be blocked by cars during the Farmers' Market. Lothian Road - at Castle Terrace you will come on the busy Lothian Road. A segregated route to get you into Rutland Square would be useful. Also, the cobbles in Rutland Square are appalling. The crossing to Festival Square should not be "gated". It should be wide and single-stage.	We will consider way to effectively manage the parking and loading during the farmer's market. We consider Grindlay street to be sufficiently quite not to require any further interventions. However, we will consider whether the cobbled surface can be improved. A non-staggered crossing was considered, however to deliver it would require a much larger reconfiguration of Lothian Road. This is beyond the scope of the current project.
9	Support	Seems to dump cyclists at the end of Castle Terrace on the wrong side of the road, without interfacing properly with Lothian Road	Delivering the scheme beyond Castle Terrace would require a much larger reconfiguration of Lothian Road. This is beyond the scope of the current project.
18	Support	Personally I'd like to see improvements on Morrison Street, but I realise this is outside the scope of this project.	
21	Support	The cycle paths are very narrow in places. But segregated paths are great. The final junction at Lothian Road looks awful. On a bike, how would you, say turn left to go up Lothian Road? The bike path just stops, leaving you on the wrong side of the road.	Delivering the scheme beyond Castle Terrace would require a much larger reconfiguration of Lothian Road. This is beyond the scope of the current project.
27	Support	I find your design maps difficult to read, so I may be misinterpreting them. I support the proposal for segregated cycle lanes on Chalmers Rd (being busy and uphill, it particularly needs this) and Lauriston Place (also very busy and in dire need). Segregation on Lady Lawson St is useful but in my view less essential. If I read the map correctly, the proposed cycle lane is on the right hand side of Lady Lawson St. My office is at the corner of West Port and Lady Lawson and our parking garage entrance is on Lady Lawson St. (This is the Mainpoint Building, at 102 West Port). We have cycle parking in the garage for 60+ cyclists, which is well used. This garage entrance is on the left side of Lady Lawson, so if the segregated cycle lane is on the right side of the street, we won't be able to use it. Otherwise, I am happy with the design. I'm particularly supportive of the idea of giving priority to cyclists at the light to let us move off before the car traffic -- particularly on the uphill starts.	There is not intended to be segregated cycleways on Chalmers Streets, but there is section of cycle lane at the northern end. This rest of the route is segregated. You will be able to enter and exit the segregation at regular intervals along the route so you should be able to access your office. We shall re-assess whether Chalmers Street is sufficiently busy to require segregated cycleways.
28	Support	This is a good design but there are a number of shortcomings which I itemise below.	1. The entranceway will be widened with sightlines improved.

	<p>1. At North Meadow Walk the plans do not show how the new route will be tied in to the existing. The current entrance is inadequate, a narrow path and gap in a low wall; this will be even more inadequate when the new route is open. I would suggest that a wide open shared space covering the full width of Chalmers Street would be the best, similar to that at Middle Meadow Walk / North Meadow Walk.</p> <p>2. Chalmers Street – this street was previously a cul-de-sac but it is now a busy exit route from the Quatermile development and also a popular parking area. Particularly at the opening / closing times of St Thomas of Aquins High School the street is very dangerous with cars and taxis double parking and all vehicles having to perform 3-point turns. St Thomas' has a wide catchment so it would be very wise to encourage pupils to use the new route to travel to and from school, but these dangerous vehicle movements are not compatible with this aim. It may be necessary to install a segregated 2-way cycle lane the full length of Chalmers Street (on the east side of the carriageway) at the expense of some parking spaces.</p> <p>3. Chalmers Street to Lauriston Place – the reduction from 2 to 1 traffic lane is welcome but the mandatory painted cycle lane will be encroached on at times. This lane needs to be segregated.</p> <p>4. Lauriston Place to Chalmers Street – this is a very strange layout and will cause conflict between cyclists turning into Chalmers Street and those continuing east, and between pedestrians and cyclists on the shared use pavement. This could be improved by dropping the proposed shared-use pavement and instead allowing cyclists to cross the centre of the junction in the roadway</p> <p>5. Lady Lawson Street to Lauriston Place – the plans do not allow cyclists to turn right out of the segregated cycleway into Lauriston Place. The lane needs to be widened to allow this manoeuvre.</p> <p>6. Lady Lawson Street to West Port - this banned right turn does not need to apply to cyclists and the signage should make that clear.</p> <p>7. Castle Terrace / Spittal Street mini roundabout – the radius of turns for cyclists either side of the zebra crossing of Castle Terrace is too tight – the cycle lanes could be widened here to allow a wider turn radius.</p> <p>8. Castle Terrace opposite numbers 1-5: the 2-way segregated lane is only 2m with a separator width of only 0.3m. This is far too narrow. To allow proper space for cyclists in both directions the roadway needs to be made narrower, consider one-way traffic if necessary.</p> <p>9. The cycle lane finishes in the middle of the pavement. A safe, 2-way tie-in to Lothian Road is crucial. This could be only from and to the southbound side of Lothian Road if my point 10 below is actioned.</p> <p>;10. The relocated crossing of Lothian Road needs to be one-stage if it is to be attractive to pedestrians. This will not inconvenience buses as there are bus lanes in both directions. There is the opportunity to include a cycle crossing here, together with a shared-space cycleway linking past the Usher Hall into Grindlay Street this would link the northbound side of Lothian Road with the new Lady Lawson Street cycleway. In addition to this route I hope that the Council will explore wide, separate-direction</p>	<p>2. Based on site assessments we did not consider Chalmers Street to be busy enough to require two-segregation. However, we will revisit the site and peak times to re-consider this view.</p> <p>3. As above</p> <p>4. We will consider your suggestion and assess if the junction of Chalmers Street and Lauriston Place can be improved</p> <p>5. We will consider a design solution to permit a right turn from Lady Lawson Street to Lauriston Place for cyclists.</p> <p>6. We shall consider altering the design to permit cyclists to turn right on to West Port from Lady Lawson Street.</p> <p>7. There is a balance to be struck between providing cycle desire lines and designing in sufficient deflection to ensure cyclists slow down sufficiently to Castle Terrace - There is a balance to be struck between providing cycle desire lines and designing in sufficient deflection to ensure cyclists slow down sufficiently to ensure they can assess the junction and cross safely. We shall re-assess the design to ensure the optimum solution is achieved.</p> <p>8. Due to the available width and demands for space at this location the cycleway has to narrow along this short stretch. The council is not currently considering making the road one way.</p> <p>9 &amp; 10. Due to the configuration of the signals at this junction, any of these suggested changes would require further re-configurations to the neighbouring junctions on Lothian Road. The cost and scale of this work is beyond the scope of this current scheme. However, they may be considered as part of the Central Edinburgh Transformation Programme. A project for a high-quality cycle route along George IV bridge is being taken forward through the Community Link PLUS funding bid which the Council recently won.</p>
--	---	--

		segregated cycleways in Lothian Road, Brougham Street, Home Street and George IV Bridge which will be more attractive to cyclists and more visible to potential cyclists.	
37	Support	The standard looks to be an improvement on earlier designs. It is not excellent, however - the crossing by the roundabout at Spittal Street needs to give priority to the cycle route, especially as traffic is already restricted on Johnston Terrace. It is disappointing the route ends abruptly on Castle Terrace - this proposal seems like an excellent opportunity to connect the Meadows all the way to the West End, and there is ample space for a segregated cycle route on Lothian Road. I often cycle from Lauriston Place via Lady Lawson Street to the Grassmarket, so the proposed right turn ban at West Port is a step backwards, and seems likely to be flouted. I realise West Port is narrow, busy and a key through route but it would be better if people travelling to the Grassmarket area were explicitly considered in this design.	Through the provision of cycle zebra crossings at the roundabout, cyclists and pedestrians will have priority over traffic. Extending the route down Lothian Road is beyond the scope and budget of the current scheme. However, it may be considered as part of the Central Edinburgh Transformation Project. We shall consider altering the design so that cyclists can turn right from Lady Lawson St toward Grassmarket.
38	Support	For a lay person, the proposal is not the easiest to follow. Overall, I strongly support putting a mostly segregated route in between the Meadows and Castle Terrace. I am not sure if there will be sufficient gap between parking areas and the segregated route to avoid "dooring" issues.	A 0.5m space has been provided which is in line with the Edinburgh Street Design Guidance and Sustrans design guide. It will reduce the likelihood of dooming incidents
50	Support	As with so many of the quiet route plans I've seen the ideas are timid and unlikely to be particularly successful. I used to cycle to work from Polwarth to Nicolson street on a daily basis for 3 years so I like the idea of a segregated cycle lane on Lauriston Street but it will hardly get used. There's a similar small stretch of 2-way cycle lane on Buccleuch Street. I'm around there several times a week. If you wanted a case study on how to waste money on cycling infrastructure then you wouldn't go wrong to choose it. It's not hard to design safe cycling routes. You put a segregated cycle lane on one side of the road and another one on the other side of the road. This protects all three main modes (motor, cycle, pedestrian) from each other. It doesn't even need anything new building special. Cones will work. You also, crucially, put the cycle lane between pedestrians and parking so that you can instantly reduce serious injuries from "dooring." I thought long and hard about choosing "support." Although in principle, anything which makes it safer to walk or ride is good sometimes a scheme can be so poor that it effectively inconveniences everyone, any safety gains are impossible to track and loses public support. This scheme looks worryingly like that. You say in your consultation that heavy traffic is the key barrier. That's not strictly true. Safety and convenience are the key facilitators to encouraging people to walk and/or cycle. A physically segregated cycle lane is safer than any road shared with any amount of traffic. It also stops cars from parking on pavements and puts a barrier between cars and pedestrians.	We believe the scheme would bring very positive benefits and the responses to this consultation show that there is strong support for the design being proposed. The design includes extensive sections of segregated cycleways which meet the Edinburgh Street Design Guidance standards.
52	Support	The only thing i have a problem is that the road around the roundabout looks very narrow and that if a lorry or bus were to drive along there it would get stuck	A full analysis of the roundabout has been completed to ensure that all vehicles can manoeuvre through it, however through consultation it has come to light that coaches currently use the roundabout for U-turns to get back up Johnson Terrace. We shall further consider whether to alter the design to permit this manoeuvre or provide an alternative route.

53	Support	It looks good. In particular, the two-direction cycle path on Lauriston Place that turns onto Lady Lawson Street is a plus, because at the moment when cycling I find it difficult/dangerous to turn right from Lauriston onto Lady Lawson.	
56	Support	The proposals represent an important step in the right direction - providing safe, segregated cycle lanes and improved pedestrian facilities that might eventually be joined up allow people to get where they want to go easily and safely. They could go further and give pedestrians and cyclists priority over motor vehicles in terms of space.	We believe there is a balance to be struck between making street more active travel orientated and people friendly whilst providing the appropriate levels of vehicle access, particularly for local residents. The scheme does take road space on both Lady Lawson Street and Castle Terrace.
59	Support	It is great to have these plans, but I'd like Lady Lawson ST - Grindlay ST - Festival Square high quality cycling too. It is shown on the overall plan, but not the detailed plans!!	Segregated cycleways were considered on these additional streets, however overall, we felt that relative low levels of traffic did not require full segregation and was beyond the scope of the budget available.
60	Support	Very pleased to see the left turn into Lady Lawson Street blocked for vehicles and teh street narrowed. Currently vehicles take this corner at speed and is very dangerous for pedestrians. Also the roundabout at castle terrace can be difficult to cross due to the large sweeping corners that allow vehicles to to drive quickly.	
61	Support	The Farmer's Market is well located on Castle Terrace and takes place every Saturday from 8.30 until 2pm. After that stalsl are dismantled. This would need a management plan for Saturdays, as the market is popular and known on that street.	We will consider a way to effectively manage the parking and loading during the farmers market whilst retaining the operation of the cycleway.
64	Support	At last: two-way cycling in Lady Lawson Street. BUT there are some awful bits in other places. Lady Lawson Street (a bus route) seems very narrow at the narrowest point, probably a squeeze for buses. Will we be sure that the cycle lane will be wide enough there? It is on a slope, so cyclists could go fast down it and cause problems for cyclists going uphill. I would prefer a one-way cycle path going uphill and use the road going down. At the Grindlay Street / Spittal Street junction, why does Grindlay Street have priority over Spittal Street? At T-junctions the street across the top of the T should always have priority over the vertical leg of the T. Non-standard priorities can be confusing in bad weather, at night, or when road markings have faded. Spittal Street is a through route to and from the south, while Grindlay Street just leads back to Castle Terrace. Is there a need for a roundabout at the south end of Castle Terrace? Making it a T-junction would simplify things. The radii of the kerbs at the junction could then be tightened. In Castle Terrace the cycle lane could be a problem when the Farmers' Market is on, as deliveries will have to be made over the cycle lane. There will need to be obvious markings at the car park entrances so that drivers know they have to give way to cyclists. None are shown on the plans. At the north end of Castle Terrace, the cycle lane ends suddenly, leaving northbound cyclists to cross the road close to the junction and filter into the queue of vehicles waiting at the lights. That can be really awkward: even outside busy times there always seems to be a queue. It would be better to continue the cycle lane to the crossing of Lothian Road between Castle Terrace and King's Stables Road: there is room if the central island on Castle Terrace is removed (making the crossing single-phase so easier for pedestrians to cross). The Lothian Road crossing could then also be made single-phase and used by cyclists as	<p>Taking each of your design points in turn:</p> <ol style="list-style-type: none"> <li>1. Cycleway width. It is as wide as possible whilst permitting bus access on the street. Keeping cyclists with traffic was considered but we wanted to provide full segregation for all cyclists as cycling with traffic can be a significant barrier to less experienced or new cyclist.</li> <li>2. We will return the priority at Grindlay/Spittal to the current layout or the reasons you have outlined.</li> <li>3. We will consider a T junction, however access by coaches using the roundabout as a turning circle may prohibit this.</li> <li>4. We will consider way to effectively manage the parking and loading during the farmer's market, whilst retaining the operation of the cycleway.</li> <li>5. Give way markings shall be considered at the car park entrances/exits.</li> <li>6. Due to the configuration of the signals at this junction, any of the suggested changes to Lothian Road would require further re-configurations to the neighboring junctions. The cost and scale of this work is beyond the scope of this current scheme. However, they may be considered as part of the Central Edinburgh Transformation Project.</li> <li>7. We shall consider whether cycle contra flows can be provided on Nightingale Way and Simpson Loan.</li> </ol>

		well as pedestrians - and the King's Stables Road cyclepath could be continued there, too. Although it's not actually on the route, but touching Chalmers Street, I would like to see two-way cycle access in Nightingale Way and Simpson Loan, both currently one-way westwards. This will be necessary for cyclists to reach the old Infirmary building, now to be developed as a University department.	
65	Support	Segregated cycle ways could help avoid conflicts between cyclists and motorists, so good, if done well. However, the proposals by themselves would be incomplete, like providing hedgehog runs which open up onto a motorway. They take the cyclist to Lothian Road, but then what? They've got to join and/or cross a busy throughfare with no segregation, so if they're the kind of cyclist which needs the segregation (unconfident people) they've reached a dead end. And speaking for myself, as a confident cyclist, this proposed route is already fairly quiet. My bigger concern is having to get through the very busy, multi-lane one way systems around the West End and Haymarket and Princes Street, where the tram lines create an additional rather scary hazard for cyclists, and there are very few alternatives to simply running the gauntlet.	Extending the scheme along Lothian Road would require further re-configurations to the neighbouring junctions of that road. The cost and scale of this work is beyond the scope of this current scheme. However, they may be considered as part of the Central Edinburgh Transformation Project. The idea of the proposed scheme is that bikes can be parked at the end of Castle Terrace from where Princes St can be accesses on foot.
67	Support	Would more coverage connecting routes across Lauriston place be possible down the line?	The cycle network is continually evolving so other routes could be possible, though none are currently proposed.
75	Support	cycling lanes should be developed so that cars cannot park/use it, there should be boundaries, otherwise it is useless	The cycleways will be kerb segregated from the road so parking on them is unlikely to be a significant issue.
76	Support	It looks much better than what is currently there. Would the cycle route be wide enough for two-way cycle traffic? Also what provision would be put in place to prevent parking on the cycle route?	The cycleways are wide enough for two-way cycle traffic. They will be kerb segregated from the road so parking on them is unlikely to be a significant issue.
82	Support	It is good that the overall number of parking spaces has not been reduced in the proposed design.	We have worked hard to ensure that levels of parking, especially for residents, is maintained. There is however across the scheme there is a net loss of 3 parking spaces.
87	Support	- drawings are difficult to follow. It would be better if the overview map was detailed enough to show where the proposed cycleway goes - crossing from Chalmers street across Lauriston Place is poor. Early start will help if you are waiting at the lights	We will try to improve consultation drawings in line with your comments. It is not clear from your comment what you feel is inadequate regarding this junction layout.
95	Support	I am strongly supportive of the proposed design, particularly the emphasis on segregation for cyclists which will enhance safety and encourage greater cycling along this corridor. In addition, I feel the cycle route is well designed and helps reduce carriageway width in the right places (particularly on Castle Terrace). This will help ensure that vehicle speeds stay within the new 20mph speed limit now operating in the city centre. The only disappointment is that a marked cycle route is not continued right through to the re-positioned cycle crossing at Lothian Road.	The section across the square to the upgraded cycle crossing of Lothian Road shall be shared use, so cyclists can access it.
96	Support	It looks like a good compromise between the various conflicting needs.	
97	Support	See previous comments	
99	Support	Lothian Road crossing could be improved, and made easier for pedestrians and cyclists	

100	Support	I'm less convinced by Edinburgh's app each to short stretches narrow segregate cycle paths with many transitions between type of path... segregated, nothing, marked on road, nothing, shap 90 degree turn, speed bump, nothing, separate cycle path, crossing over side walk, nothing etc... I'd much prefer smart road design that slows traffic, and making it illegal to mark on marked cycle paths.	We feel that the design provides a coherent and continuous high-quality level of infrastructure. The predominant infrastructure is a two-way segregated cycleway and then shorter sections on a quiet roads that are unsegregated.
105	Support	Leave Chalmers Street until you're prepared to do more than just add some paint - segregation is required, given the number of speeding idiots emerging from Quartermile and the number of commercial vehicles parking all over the place. The Lauriston Place lane needs to be wider. What exactly is wrong with a cyclist in the downhill lane on Lady Lawson street turning right towards the Cowgate? Currently, large coaches travel up and down the north section of Lady Lawson street, sometimes failing to make the turns cleanly due to their large size - please ban them from the newly-narrowed one-way Lady Lawson. Please go back and read the guidelines for the recommended minimum width for a two-way segregated cycleway (3m) and the minimum required depth of segregating kerb (0.5m); also study the segregated path at the corner of Hermit's Croft, which is far too narrow on the turn. What will be done to prevent the cycle lane on Castle Terrace being blocked every Saturday by some component or customer of the Farmers' Market? Lastly, obviously you'll return to Lothian Road at some point and continue the cycleway to at least Rutland Square, rather than leaving all these 8-80 cyclists hanging on a four-lane road?	Taking each of the points you have raised in turn: 1. We will re-consider whether segregation is required along Chalmers Street. 2. We shall consider permitting the cyclist to turn right from Lady Lawson Street to Grassmarket. 3. We are aware of the guidelines, however the available width, whilst retaining a busy bus service means that short sections of reduced width are required. 4. We will consider a way to effectively manage the parking and loading during the farmer's market so that the cycleway remains operational. 5. Extending the scheme along Lothian Road would require further re-configurations to the neighbouring junctions of that road. The cost and scale of this work is beyond the scope of this current scheme. However, they may be considered as part of the Central Edinburgh Transformation Project.
106	Support	I would much prefer the crossing of Lothian Road was single and not a two stage with an island in the middle.	This was considered, however due to the configuration of the signals it would require further re-configurations to the neighbouring junctions of that road. The cost and scale of this work is beyond the scope of this current scheme.
113	Support	The path around castle terrace roundabout seem counter intuitive for westward flow. The sharp bends also are not suited for two way cycle flow. It's necessary to separate flow and provide toucan crossing on the other two arms of the roundabout. No kerb or entrance/exit seems to be provided at junction with Lothian Road, cyclists seems to be left against traffic flow going westward.	The corner radii have been considered with regard to cycle flow but also slowing cyclists at interaction points with pedestrians and traffic thereby increasing safety. We do not consider separating flow is required and would increase costs. A dropped kerb entrance to shall be provided. We will reconsider how best to help cyclist re-integrate with traffic at the northern end of Castle Terrace.
117	Support	I think it's good as far as it goes, but it does kick cyclists out into Lothian Road which is possibly one of the most dangerous roads for cycling in Edinburgh. I would like to see where you are going to take it next, and in the shorter term I think it's important to give serious attention to improving the crossing from Usher Hall to Festival Square. This could be a great opportunity to connect up two areas of public space in the city centre, which are currently divided by 4 lanes of traffic. A big cycle and pedestrian crossing, with plenty of time to cross, on a big raised table like outside Waverley Station, would make this both safer and also improve the public realm in this part of the city by giving	Extending the scheme along Lothian Road and creating a single stage crossing of Lothian Road at Festival Square would require further re-configurations to the neighbouring junctions of that road. The cost and scale of this work is beyond the scope of this current scheme. However, they may be considered as part of the Central Edinburgh Transformation Project.



		priority to people rather than cars. It would allow more people to use Festival Square, which is currently a bit of a dead concrete wasteland.	
120	Support	Not sure about lothian road end point. Needs to connect through to Charlotte Sq	Extending the scheme along Lothian Road would require further re-configurations to the neighbouring junctions of that road. The cost and scale of this work is beyond the scope of this current scheme. However, they may be considered as part of the Central Edinburgh Transformation Programme.
121	Support	Design is pretty good but could be bolder in terms of prioritising active transport.	
6	Neither support or oppose	Need more information on the design	We are sorry that you did not find sufficient information from the consultation webpage.
12	Neither support or oppose	I cannot tell if proposals facilitate the ability to cycle up Lady Lawson street if coming from Bread st and West port. At the moment there is no right turn. Current options are 1. You have to head up East Fountainbridge turn left behind job centre, turn left down High Riggs, right at Lauriston street then cross over and down Lauriston Gardens; or 2 Cross West Port at pedestrian signal crossing and then get back on bike and head up Lauriston Street. Most bikes nip across road, ride over pavement, and conflicts are common. Are there any options that could make more use of Lauriston street which is more direct over to Lauriston gardens? And can you make sure you can make a right turn from West Port to join route	Turning right up Lady Lawson Street from West Port will be possible. The design includes a two stage right turn for this manoeuvre, so that cyclists don't have to wait in the middle of the road for a space to turn. Cyclists may also make a conventional right turn into the cycleway if preferred.
49	Neither support or oppose	It should include signs reminding cyclists to keep off The pavement.	In order to prevent street clutter, the Council does not tend to put up such signs, however, if there is proven to be a persistent problem then consideration will be given to a suitable action to address the issue.
91	Neither support or oppose	I found the plans very difficult to read, but it appears there is still a lot of car spaces which could interfere with the bike path or a dedicated walking path.	The parking bays are separated from the cycleway by kerbed strip. The strip provides space for people to exit/enter cars without disrupting the cycleway.
25	Oppose	If you find an alternative and less time consuming way for westbound cowgate traffic to get to the west approach road, that won't destroy the suspension in a 4x4 let alone a small city car, then I'd give my support. until then, opposed.	This scheme should have no significant impact on the traffic movement you have described.
1	Strongly oppose	put it on Lothian Road! That is the desire line, not convoluted back lanes	Delivering segregated cycleways along Lothian Road is beyond the scope and budget of this current scheme. However, it may be considered as part of the Central Edinburgh Transformation project. We believe that by linking the Meadows through the old town, this route will provide desire lines for access to businesses and shops. The overall support for the scheme indicates that this assumption has validity.
3	Strongly oppose	There has been no consideration made as to where the traffic will go, there is two schools in the area both with a large number of pupils from outwith the local area. If there is no right turn from Lady Lawson St to the West Port, how does one get to the Grassmarket from Lauriston Place	We have considered this manoeuvre and tested alternative routes. The proposed alternative is to continue down Lady Lawson Street and then use Spittal Street and Bread Street to then head east down to Grassmarket. Testing of this route

			during evening peak traffic indicates that it would add about 1min30sec additional journey time. However, we will re-consider other solutions that don't change the permitted traffic flows provided that they prove to have less impact on congestion and air pollution and still deliver the desired level of cycle infrastructure.
8	Strongly oppose	In the proposed design layouts there is a specific hazard created by the narrowing of Castle Terrace including the reduction in the turning circle at the roundabout at the east end of Castle Terrace. Many coaches use this route for castle events and access to the theatres. It will also impede the available space for the farmers' market. This is a historic street with A-listed architecture - a UNESCO World Heritage Site. The wide street is integral to the history and status of the area. It has excellent visibility and having walked there daily, I have never experienced any difficulties. Narrowing the road and creating so many additional crossings and junctions is unnecessary and not only impedes visibility but is not in keeping with this historic status. The junction of Castle Terrace and Lothian road is another particular problem - on any Sunday currently the road is blocked by cars parked on single yellow lines on both sides of the road . With the traffic queuing at the traffic lights on Lothian Road this results in traffic turning into Castle Terrace being unable to pass, and in turn causes traffic to back up on Lothian Road and on Castle Terrace. Your proposal seeks to narrow this area by over 1m and retains the single yellow lines. This is already a problem area and your proposal will make it impassable.	Considering each of your points in turn: 1. The roundabout will still permit coaches to enter and exit all arms of the junction. 2. The nature of proposed changes should have no impact of the visibility provided along the street. Nor will it have a significant impact on the space afforded to the farmers market. 3. We consider that additional crossings will be highly beneficial to people both wishing to cross the road from the car park or to reach local attractions, such as theatres, historic buildings and public spaces. 4. In order to alleviate the issue of available road width when there is parking on the single yellow lines at Castle Terrace, will we consider proposing double yellow lines
10	Strongly oppose	Coronation Walk absolutely should not be a designated cycle route for the reasons already mentioned. This would be extremely prejudicial to the amenity of pedestrians crossing the Meadows and there is already ample provision for cyclists in the area. Cycling on Chalmers Street should be strictly limited to the road only, and consideration should be given to the connection between the Meadows and Chalmers Street being covered with a gate of some sort that would prevent cyclists from approaching this junction too quickly to the detriment of pedestrians. Safety of pedestrians should be key to the design and the proposals and it is clear that this is not the case and the entire proposal has been designed around appeasing cyclists.	1. The scheme proposes no changes to Coronation Walk and the route is not intended to use this path. 2. Along Chalmers Street cyclists are proposed to be on the road. 3. At the junction of North Meadow Walk and Chalmers Street we shall look to ensure that sight lines and pedestrian safety is closely considered. 4. A key aspect of the proposal is to provide a safe cycle route. However, there are new crossing for pedestrians and reduction of road widths which will benefit pedestrians. The safety of pedestrians has been a key consideration in the project, with priority given to pedestrians where they cross the cycleways.
11	Strongly oppose	No design has been provided and it is therefore impossible to agree to it. I therefore oppose it as a complete waste of money	The design drawings were available on the consultation webpage where you accessed this survey.
31	Strongly oppose	Waste of my money.	We believe that the route will be highly valuable and help deliver council goals set out in the Local Transport Strategy and Active Travel Action Plan. The strong levels of support for the scheme suggest that it is seen to be beneficial.

33	Strongly oppose	See above - utter madness. Edinburgh's built environment does not give the space required for dedicated separate cycle lanes. The proposal to make Lauriston Place one-way is, in particular, likely to paralyse traffic flows which are likely to INCREASE the threat to cyclists in a much wider area.	We are not proposing to make Lauriston Place one way and existing traffic flows here will be maintained. By providing cyclists with segregated cycleways they are afforded more protection.
43	Strongly oppose	See previous answers. In summary: 1. No apparant benefit to walkers 2. Proposals are aimed at boosting no. cyclists. There are increasing numbers of selfish cyclists on our roads and in our parks who are making it more hazardous for walkers. No policing takes place so cyclists continue to ride rough-shod over walkers. 3. Remember that not everyone is able to cycle: some cannot due to age/health issues and others cannot use cycles in their everyday life because the nature of their work and other commitments does not allow it. And not everyone wants to cycle. Please stop promoting cycling at the expense of everyone else!	Considering each of your comments in turn: 1.&2. A key aspect of the proposal is to provide a safe cycle route. However, there are new crossing for pedestrians and reduction of road widths which will benefit pedestrians. The safety of pedestrians has been a key consideration in the project, with priority given to pedestrians where they cross the cycleways. 3. We do not consider that the promotion and delivery of safe cycle routes is at the expense of all other users. Rather it is part of a wider strategy to increase sustainable transport, which includes walking, cycling and public transport. This approach is set out in our Local Transport Strategy.
51	Strongly oppose	<p>The main issue I have with this 'improvement scheme' is the creation of a one-way system for the bottom half of Lady Lawson Street. I will get on to this in my second point;</p> <ol style="list-style-type: none"> <li>1. but this even mentioned isn't even mentioned in the 'proposed scheme' section on the consultation summary sheet. The two main disadvantages for drivers are left to the last sentences of the whole summary. This seems odd as they seem to be the most disruptive elements.</li> <li>2. Lady Lawson Street is a key route for any driver from the Castle Terrace area going South East out of the city towards the Pentlands; and for any driver from the same area going East towards the Grassmarket and beyond. This is due to Lauriston St only being accessible from Lady Lawson Street.</li> <li>3. It's not only car driving residents of this area that would be affected. A journey by vehicle beginning from the bottom of Lothian Road to Lauriston Place is now only accessible by going through the Tollcross Junction.</li> <li>4. It's also worth noting that cyclists won't actually be cycling on the road as the plans propose narrowing the road to extend the pavement and create a cycle path. This is completely conflicting to me; in effect making the road less busy for the cyclists that won't be using it? The pavement on the north side of Lady Lawson Street already has ample room for both a cycle path and pedestrians.</li> <li>5. I'll move to the consultation documents now which give a good introduction to why the consultation seems so inadequate. There does seem to have been a 'study' conducted on the impact of the one-way introduction on Lady Lawson Street. The drawing supplied of this is to the right. The 'study' seems to measure the additional time to travel from the bottom of Lady Lawson Street to the top with a one way system in place; admittedly from the lack of information supplied on the drawing, I could be wrong on this. It takes five measures of the additional time and works out the average (79 seconds). Brilliant. If I lived at the bottom of Lady Lawson Street and commuted to the top each day via car this would be incredibly useful; although by this</li> </ol>	<p>Taking each of your points in turn:</p> <ol style="list-style-type: none"> <li>1. We believe that the summary sheet clearly sets out that this section of the street will be made one way. This is included under the section entitled 'Disadvantages'.</li> <li>2. &amp; 3. These routes have been considered, as have alternative routes. The motorists from this area wishing to head South East toward the Pentlands can join Lothian Road from Castle Terrace. Alternatively, they can go from Castle Terrace to Lothian Road via Spittal St, Bread St and East Fountainbridge. Accessing to Grassmarket can be gained by following Spittal St, Bread St and West Port. We will consider whether the junction of West Port and Lauriston Street could be re-aligned so that a right turn from West Port is permissible. This would open up another alternative route.</li> </ol> <p>It is also possible to access Lauriston Place via King Stables Road, West Port and Lauriston Street.</p> <p>We will, however, re-consider other solutions that don't change the permitted traffic flows provided that they prove to have less impact on congestion and air pollution and still deliver the desired level of cycle infrastructure.</p> <ol style="list-style-type: none"> <li>4. We consider that the amount of traffic and type (buses and coaches), means that segregated cycleways are required along the roads shown. Any reduction of vehicle traffic due the cycleway will also provide a by-product of making more people friendly streets with likely reduced</li> </ol>

		<p>stage I have to confess I'd be considering using the extra-wide luxury cycle path being created on the far side of the road. On a more serious note this is really worrying from the council. Either no one seems to have noticed the fact you now can't get to Lauriston Street and on to Lauriston Place from the Castle Terrace area; and the extended impact of that onto Lothian Road; or they have simply ignored it. What would the impact be on a journey from the bottom of Lothian Road to Lauriston Place at rush hour? 10 minutes? 20 minutes? What impact would this change have on the already severe congestion there at rush hour? These seem like obvious questions. Was there even an assessment done of the amount of traffic on Lady Lawson Street? What would the expected decrease be when it was made one way?</p>	<p>noise and air pollution. Sections of the Lady Lawson Street footway are down to 2.17m wide, this is considerably below the minimum 3.5m width that we would consider for a shared use footway. Additionally, the steepness of the hill mean that we consider a shared use footway to be inappropriate.</p> <p>5. A study was conducted in consideration to the specific potential delays to people accessing shops or residences on this section of Lady Lawson Street. It indicated that the delay would not be significant, around 1min 20sec. However, we will re-consider other solutions that don't change the permitted traffic flows provided that they prove to have less impact on congestion and air pollution and still deliver the desired level of cycle infrastructure.</p>
79	Strongly oppose	<p>Lady Lawson Street/West Port and surrounding streets are already heavily congested, and restrictions here (especially right turn from Lady Lawson Street into West Port) will make this worse. The suggested extra journey times are likely to be very optimistic when surveyed in the current (relatively uncongested) conditions. In addition queues in Lady Lawson Street, if made longer than they currently are, could congest Lauriston Place as traffic there halt because it cannot enter Lady Lawson Street. Queues in Lauriston Place have the potential to extend back as far as the junction with Lothian Road. The extra time spent to negotiate these streets will of course mean more vehicles, noise and fumes in the surrounding area.</p>	<p>Significant, additional queuing along Lady Lawson Street into Lauriston Place is not considered likely. There may be some additional queuing on Spittal Street and West Port, however modelling of these junctions indicates that it should only incur an additional 2 cars in the queue for this junction. This is based on all current traffic continuing to use this route. The counts were done at peak time, so should give a clear indication of how the junction may function under during the busiest times of day. Levels of cycling and walking are growing in Edinburgh and providing new safe routes is key to further increasing these levels. In turn, further increasing walking and cycling is a key aspect to the Council's long-term strategy for reducing noise and air pollution. However, we will re-consider other solutions that don't change the permitted traffic flows provided that they prove to have less impact on congestion and air pollution and still deliver the desired level of cycle infrastructure.</p>
85	Strongly oppose	<p>As a resident of Wharton Square (a 178 unit social housing block in Chalmers Street), I feel very strongly that provision for improved cycling and walking should be included on the stretch between The Meadows and the Eye Pavilion. What may appear to be a quiet cul-de-sac in evenings and weekends is a hive of dangerous driving activity (mainly cars circling and turning to try and find parking) between 0800 and 1800 on weekdays. Additionally, the junctions at Nightingale Way, the loading entrance for the Lauriston Building, and the main entrance to Eye Pavillion do not have any formal crossing areas. The proposed design would not provide a safe space for many types cyclists and pedestrians on Chalmers Street.</p>	<p>We shall consider improving infrastructure provided for walking and cycling on Chalmer's Street.</p>
90	Strongly oppose	<p>It's designed by CEC so will be the shxxixxt option</p>	<p>We have removed your choice of language and would ask you to use language suitable for all audiences. The designs</p>

			are based on the Edinburgh Street Design Guidance which is built on the Scottish Government's Designing Streets policy and uses best practice approaches.
101	Strongly oppose	Most businesses oppose the change of traffic of One way on Lady Lawson Street between West Port and Castle Terrace. No turning Right at Lady Lawson Street and West Port will only add to traffic congestion with cars coming down the South part of Lady Lawson Street unable to turn right and having to do down North Lady Lawson Street adding at least 1.5 minutes on to the journey and considerable carbon footprint.	<p>Our initial survey (see appendix A) of all businesses in the area did not find significant opposition to the road layout changes or project in general.</p> <p>It may be that more vehicles come down the northern section of Lady Lawson Street, however it may also be that they chose to take an alternative route to Grassmarket via Fountainbridge, Semple Street and Morrison/Bread St. The modelling has shown if all vehicles do continue down Lady Lawson Street, it should not incur significant queuing on Lady Lawson Street. At the Spittal Street/Bread Street junction, the additional numbers of vehicles, if no re-routing occurs, should only increase queues by two vehicles at peak times. Not being able to turn right at West Port may also reduce the numbers of cars using this route as they take alternative routes.</p> <p>However, we will re-consider other solutions that don't change the permitted traffic flows, provided that they prove to have less impact on congestion and air pollution and still deliver the desired level of cycle infrastructure.</p> <p>Taking a longer-term view, increasing walking and cycling is a key aspect to the Council's long-term strategy for reducing noise and air pollution. Over the past 8 years of Council investing in new cycle routes, we have also seen a 50% increase in cycling. The proposed route would provide a high-quality active travel route for people to access the city centre and old town from many connecting routes in the Meadows. This could lead to a reduction in vehicle traffic.</p>

## 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	Where on earth does one go after being dumped onto a hugely busy Lothian Road - that is where you should be implementing access	<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	Great that it's improving and that you're now going for high-quality protected bike routes along main roads, where people have to go.	
3	No thought seems to be given to where the traffic will go, people will always drive and these and the other schemes will cause more congestion leading to more pollution, accidents and potential fatalities	
5	Please keep up the momentum for segregated cycling infrastructure	
6	Edinburgh is about 20 years behind many cities in Western Europe, increasing I hear visitors complaining about this, and this affects my business	
8	Edinburgh is a beautiful city to walk around. The one thing that would make the biggest improvement to walking in the area would be cleaning up the pavements and streets around the bin collection areas. Many of the streets in this proposal are peppered by refuse bins that intersect permit parking bays. The bay markings in the area are in need of review already to take account of a growing number of bins, we need to separate them from parking bays and allow easier access for collections and clean up - take a walk down Grindlay Street for example. I would prefer my Council Tax money to be spent on cleaner streets than on cycle paths. A common sense approach to the overall street layout, incorporating refuse management, is needed first to rationalise road and pavement use before adding more to it. We must protect our historic built environment, vistas, architectural heritage and cobbled streets, not add layer upon layer of road systems, signage and clutter.	
10	It is clear that it is Council policy to provide as much amenity as possible to cyclists. While the reasons for this are to be commended, these proposals must not be implemented without due consideration being given to other road users, including in particular pedestrians. It should always be noted that cyclists have the ability to cause severe injury to pedestrians, and that many cyclists do not exercise due consideration of other road users in seeking the most convenient route. The changes made throughout Edinburgh over the past few years have been exclusively designed to improve conditions for cyclists, to the detriment of drivers and pedestrians. The Council must take heed of the fact that cyclists are in fact a minority - simply a very vocal one. Some of the most vulnerable members of society - the elderly and disabled, in particular, rely on using footpaths around Edinburgh, as do the majority of city residents, and their rights must be given priority over those of cyclists. I cannot express strongly enough how frustrated I am as a long-term resident of this city by the blinkered approach which is taken by the council in respect of implementing changes that suit cyclists and no one else. The approach should be a holistic one which aims to meet the needs of all residents of the city / road users. There will be times when this means that what would be most convenient for	

	<p>cyclists is not in the interest of the majority and in that case the majority should be catered for. This can be done without straying from the green intentions of improving cycling conditions in the city. Further the council should remember - as if they could forget - that this is a cold, windy, wet, and hilly city. No matter how much emphasis is given to the benefits of cycling, it is unreasonable to expect to take up cycling as their main mode of transportation. This should be a key point to remember as a city which is ideal for cyclists and very difficult to navigate for anyone else would be a disaster.</p>	
11	<p>Don't waste money on new layouts for walkers/cyclists. try to maintain what you have already and possibly sign post the quitter routes for people to use. Get away from this idea that you have to constantly spend money on new shiny toys that you will all have fun playing with until they turn out to be a complete disaster and instead, concentrate on maintaining the infrastructure which is there and which is so badly in need of money being spent on it...</p>	<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>
12	<p>It takes soooooooooooooooooooooooooooooo long to get anything through planning system. By way of example - Leith Walk, it makes me cry the speed of development, its a snails pace - 8 years for a partial new road.</p>	
15	<p>I understand that cyclist need a safe route to and from west end and meadows but please consider the very many SMALL businesses you will effect in shutting roads to one ways and causing tail backs , I was told by your employee that you done one week of watching the traffic flow and think that this will not cause a problem , but you have not taken in to account when it is very busy with tour buses which is about 8 months of the year it get very congested ,</p>	
16	<p>Keep up the good work!</p>	
17	<p>Someone needs to stand on Chalmers Street for a day in the week to see how busy it is and to understand the road system around, namely that it is the only exit from the Quartermile parking and this combined with the current use for hospital traffic and school traffic as well as all day parking makes for a very narrow street as it is.</p>	
18	<p>Recent improvements have been great - I regularly use the new link between the Meadows and the Innocent Path. Linking the canal to the Meadows would be my top priority for future projects.</p>	
19	<p>please take it more seriously as a way of getting around, cars have had their time in city centres.</p>	

20	Edinburgh has the potential to be a great European cycling city. The fact that we have relatively small, dense city centre means that investing in cycling and walking in Edinburgh can serve a large proportion of the city's population.	<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>
21	I'm glad to see that you are finally moving away from pointless painted-on bike paths that cars just park on.	
25	When cycling I tend to ignore these cycleway things. They get confusing, they are slow and to be honest, pedestrians are just as likely to walk in front of you as a car is to pull out. I much prefer to use the roads properly. I don't jump lights, I just pretend I'm a car, all be it a hella slow one! As for walking, pff! There are footpaths! What's the problem? Try walking from Dunphail to Forres, now those people have something to complain about.	
27	The most significant problem with cycling in Edinburgh is that the cycle lanes do not link up and in many areas it's necessary to go through significant traffic to access an off-road path. I live in Morningside, which is particularly poorly served by cycling infrastructure. I tend to cycle despite this because I like cycling, but it puts many, many people off as they feel it is unsafe. Being able to have better links to the Meadows and to the Union Canal towpath would be a great benefit, but ultimately we need to start prioritising cyclists on the roads and building roads which are for ALL users, not just cars. And this means for ALL cyclists, not just daredevil men.	
28	It is great to see these segregated schemes being proposed. But if the Council is serious about achieving 10% of all journeys by bike it will need to be bolder and launch many more visible, more direct and more attractive routes to form a comprehensive network; this will require taking large volumes of road space away from cars on main roads.	
30	Cars parked on pavements are and cars double parking are a real and dangerous hazard.	
31	Yes. Reintroduce the Cycling Proficiency Test. Stop wasting my money on cyclists.	
32	I think these are activities that should be encouraged. However I am also an amateur musician and although I commute by bike I'm not comfortable commuting with a large instrument. As such I use buses and sometimes drive to rehearsals, depending on the availability of suitable buses. I believe there are thoughts of charging for city centre parking on Sundays to reduce car use - I strongly hope that this would be accompanied by a significant increase in bus provision on Sundays. Currently the buses are too few to be practical, especially later in the evening, after concerts.	
33	With the exception of Queen St and the fact that it is really quite hilly, Edinburgh is generally a good city for cycling. There is an extensive network of cycle paths and many of the main roads - Dundas St, Lothian Road etc, George St, The Walk, London Road - are wide enough for cycles to have plenty of space. Where there are issues, these will not be solved by making life more difficult for drivers. Congestion for cars slows down and endangers cyclists too - you cannot go at 15-20mph through standing traffic. Much of the key to safety is on both driver and cyclist education: drivers need to understand that they MUST give cyclists space when passing - treat cyclists as though they occupy the same space as a small car - and cyclists need to be aware when they are potentially slowing traffic. This isn't sexy, but there we are.	



34	Edinburgh is becoming a more walk/cycle friendly city and we should be proud of this but we still have a long way to go. The introduction of 20mph speed limits is a great improvement. It would be great if they were fully observed.	<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>
37	Edinburgh city centre does not benefit from motor traffic. It is compact and easily walked and cycled by most people, and best enjoyed by those means. I'd like our city to be among those bold enough to rethink failed 20th century ideas, and reinvent the city centre for people. Pedestrians first, cyclists and public transport next, motor traffic where it can be accommodated. My experience in cities and towns which have taken this step is extremely positive.	
38	There are good parts, eg from Craighleith to Leith on the N. Edinburgh routes, and bad parts. Cycling on Queensferry Street and Queen Street is downright dangerous, and in places confusing for drivers. It could be improved with better road design, and enforced 20mph limit. Many places are difficult and very inconvenient to cross, such as Lothian, Princess Street / Shandwick Place, and Lauriston Place. The new proposed cycling improvements, such as Roseburn option A, are exciting but will only be effective if joined up in a coherent network.	
39	Please create more segregated bicycle paths along busy roads.	
44	no	
45	I'm really supportive of the Council's efforts to make Edinburgh better for walking and cycling. Not only does improving these facilities make traveling a better experience, but it seems to lift up the area in general as you see more people out.	
46	Please sort a safe separated route from the west end to the east end. I avoid this due to tram tracks, buses on Princes street or having to cycle over cobbles and confusing signage on alternative routes.	
48	Thank you for recent improvements in cycling infrastructure eg the new Meadows cycle path and also the route from Meadows to Holyrood park. I used to cycle to Holyrood occasionally but had never thought of going that way. It's much easier and quieter. Build it and they will come!	
49	Shared paths encourage dangerous cycling. Clearer signs are needed and the law regarding cycling on the pavement enforced. I walk at least 2 hours a day and cyclists make my life a misery.	
50	It is unpleasant. Very unpleasant. It seems that I am permanently a second-class citizen compared to someone in a car.	
51	Cyclists who use roads need to learn to stop jumping red lights.	
52	It has definelty gotten safer over the years but more has to be done to cut down on vehicle emmissions during the day.	
53	In my view, where possible it is best to segregate physically cycle lanes from the roads. Just one example, Lauriston Place, cars are regularly drifting or parking in the cycle lanes, which makes it dangerous for cyclists. But there is also a problem of pedestrians straying	

	onto cycle paths unawares, so the maximum separation of cars, bikes and pedestrians the better.	
54	Edinburgh needs to enable more people to cycle to reduce air pollution, and certain areas of the city should stop trying to shoe-horn in cars, restrict vehicle access and give priority to pedestrians & cyclists (as well as provision for deliveries to businesses). This will deliver a nicer environment for visitors & residents and improve business trade as well as people's health & wellbeing.	<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>
55	Improvements such as the ones proposed here make a huge difference and I greatly appreciate them	
56	The proposals represent an important step in the right direction - providing safe, segregated cycle lanes and improved pedestrian facilities that might eventually be joined up allow people to get where they want to go easily and safely. Ultimately the thing that will make the biggest improvement to the the city is to discourage car use, by making other forms of transport more appealing, and as easy.	
58	These plans (and other recent consultations) look much better than in the past, and much more in line with countries that have a high cycling modal share. I consider that active travel will be essential to our city's future wellbeing, so this is to be commended!	
59	Hope you build these routes, not just plan them!! I remember many years ago there were outline plans for a really nice cycle/ped crossing between Usher Hall complex and Festival Square, with a very wide crossing of Lothian Road, no central island, no barriers etc. The present plans are really disappointing and weak in this particular respect (though obviously I am pleased overall).	
62	The way to encourage cycling is to discouraging car use, not pump much-needed public funding in to absurd PR exercises. This is backed up by the recent Sustrans survey. We need confident cyclists, not cyclists that are reliant on segregated paths. The 20mph project is a step in the right direction. A congestion charge would encourage more to cycle, help with environment, make the city centre more pleasant to visit and provide a source of revenue. This could be waived for city centre residents and discounted for businesses.	
63	In general across the city I would like to see all existing and future cycle lanes being separated from cars and pedestrians by physical curbs (like on the meadows-holyrood park link) as this seems to work a lot better than just painting a cycle lane onto the road. this would give more people the confidence that they can cycle around the city safely.	
65	There are some good cycle routes around Edinburgh. But they are often not joined up, or if they are, require taking peculiar or unintuitive routes. And some of the roads are very nasty for cyclists, being one or more of: - multi-lane - dominated by cars, buses, and/or trams - part of a one-way system which may make no sense for cyclists and therefore encourages breaking the rules - riddled with potholes due to poor maintenance This means cyclists often find themselves entering busy traffic trying to get from place to place. I think this puts many potential cyclists off using their bikes, and they use their cars instead. So I fully support better cycling support, segregated as much as possible. But it needs to be planned to allow people to get to work, the shops, and so on without getting	

	lost, dumped into dangerous traffic, or simply tempted to ignore the cycle routes because of the obstacles.	
66	The provision of Quiet Routes is a good idea by the council and should be allowed to continue to grow. Care should be taken, as with all such facilities in the city, the proper integration between infrastructure is designed to be useful, effective and safe to use. New cycling and walking infrastructure is always helpful and welcome, however if it does not integrate cleanly with existing infrastructure, it can become a hinderance.	<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	more dedicated traffic free cycle routes please - with separate lane for cyclists not shared with buses and taxis and other motor vehicles - ok to have shared cycling / walking routes - cycle facilities have improved over the last 20 years - but we still lag behind other countries like the Netherlands and Germany	
69	Generally good.	
70	Generally very good but third party contractors often obstruct pedestrians and cyclist routes with no empathy for those disrupted, or at least far less than for motor vehicle drivers (I do own a car but I don't use it around town because it is impractical).	
71	Conditions are certainly improving, slowly but surely. It is good that the city is making efforts to link up quiet routes and create safer routes through the city centre. Nevertheless it is still true that Edinburgh is dominated by motor vehicles and more needs to be done to restrict cars, HGVs and commercial vehicles. Priority needs to be genuinely given to walking, cycling and public transport.	
72	Another main route that I use (but don't always enjoy using) is the Cowgate. Admittedly, there is very little that can be done to improve the space available for walking through the Cowgate, however one area which has a lot of room for improvement is the road surface condition. This has been getting worse and worse with numerous small potholes which, with the limited space that there is, make it very difficult and dangerous for cycling along.	
74	Quiet routes are an excellent idea. They help to separate cyclists from cars, to the benefit of both.	
76	It can be quite difficult with lots of one-way streets but generally it is the best way to get around! The only (very slight) issue I have with my cycle is the speed of the traffic lights on Hope Park Crescent going into the Meadows (it encourages cyclists/walkers to cross before the lights change which is dangerous) and the lights at the top of the hill on Lauriston Gardens. These are very slow and sometimes do not go green at all which adds quite a few minutes onto the journey/encourages people to cycle through red lights. Other than that, I think cycling is great!	
77	Please sort out the centre - portobello link. London road does not feel safe!	

78	Edinburgh is a beautiful city and a joy to walk round. I'm comfortable to cycle on the cycle paths but very reluctant to cycle on the main roads. It would be great to fully link up the off road cycle network for slow cyclists like me.	<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>
81	In general, more segregated cycle paths please. There are some great routes like the North Edinburgh Path Network which are spoiled by the narrow paths, causing conflict between people walking and cycling and making it difficult for cyclists to pass each other and overtake. Could also do with a proper cycle route in the direction of the A702, from Bruntsfield heading south out of the city towards the ski slope and Easter Bush campus.	
82	I think that walking and cycling should be encouraged as much as possible. They have various benefits - both for the environment and for people's health and well-being.	
83	Generally the more separate cycling lanes (sharing with pedestrians is fine) the better. Where there are painted cycle paths, a ban on cars parking across these is needed. For walking, it would be encouraged by more prioritisation at crossings.	
84	As well as promoting active travel (and protected infrastructure, such as in London, is really what needs to happen), Council needs to be brave and make car travel less appealing. How can we better use the public space we have and make the city more liveable?	
85	For me, the most exciting piece of cycling infrastructure in recent years is The Meadows to Innocent. It opens up fantastic possibilities for cycling with children and should be replicated as soon as possible on the other side of The Meadows with a connection to the canal. In general, i feel unsafe on my commutes (Chalmers Street to the Western General or Royal Infirmary). Home Street, Lothian Road, Queensferry Street, Causewayside and Dalkeith Road are just a few of the major roads i use regularly and feel unsafe on due to parked cars, poorly marked cycle lanes and a lack of cycle friendly options at crossings / lights. Edinburgh has huge potential as a cycling city if the brilliant off-road sections surrounding the city centre can be connected with and complimented by safe spaces in the city centre and on major roads.	
86	With regard to quiet route 6, as a cycling commuter I find it difficult to get across the cross-roads when on the Lauder Road section at busy times. Grange Road, Grange Loan and Fountainhall Road can all be tricky to cross. I currently use Causewayside as at least there are lights to control the traffic. I also find that the Mid Meadow Walk section is too narrow to support the amount of cycling traffic (some are cycling too fast for the conditions, others are slow, there is no room to pass with 2 way traffic), and there is constant conflict with pedestrians as their lane isn't quite wide enough either. I'd like to see some sort of slightly raised mid section to discourage traffic straying into the wrong lane. And another thing... the concrete ridged tiles in the Meadows are extremely slippery in the wet and braking on them even in the slightest causes skids. This isn't much use if the idea is to slow cyclists. I notice that the tiles are symmetrical so the cycling ridges could be turned to be horizontal without too much trouble and many are loose anyway.	

88	<p>This route looks like a massive improvement - but how does this factor into the overall cycling plan for Edinburgh? What we desperately need is not this link, you're just doing it because it's an easier sell than some of the other links. What is needed is a link from the end of middle meadow walk, all the way to Queen street, along George IV bridge. Not a little lick of paint with busses and parked cars and taxis, and only certain times of the day. George VI currently crams lots of pedestrians on a small pavement, and has a not useful 'island' system for crossing. It needs real pedestrian and cyclist prioritisation. What also works in other cities is having fairly large parking garages (usually underground), clearly signed with free spaces for cars, so that those who do opt to come downtown by car don't end up driving around, and doing this in a few places means you don't "lose" any parking (seems like an obsession of these cycling designs for some reason), you just shift it because road space is precious and should be used to move people and not to leave your private property that takes up a lot of space.</p>	<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>
89	<p>More completely segregated cycle paths would help get more people cycling. Some of the roads are terrifying and you can't blame inexperienced cyclists for thinking that you'd have to be insane to cycle on them. More one-way streets for cars is a small price to pay for a more walkable/cyclable city.</p>	
90	<p>get them off the roads - bloody dangerous idiots most of them</p>	
91	<p>The city is comprised of many wonderful, beautiful (and necessary) outdoor spaces. Having a link between them, or between them and the "business" sides of town -- such as Lothian Road and Princes Street and George Street and the High Street -- would appeal to more walkers and cyclists. I would think that getting people out of their cars would be a good goal.</p>	
92	<p>make driving to city centre less attractive by working with Lothian Buses to reduce bus fares for people using the park and ride. You have to find ways to reduce traffic pollution in the city and this might help?</p>	
93	<p>Pedestrians would welcome improved paving.</p>	
96	<p>I support all the council's efforts in making Edinburgh more amenable to cyclists and pedestrians, especially the allocation of 10% of the transport budget to these forms of travel.</p>	
97	<p>Crossing at busy junctions by bike is often scary. It is often better to use the pedestrian crossing</p>	
98	<p>Cycling in Edinburgh is more difficult than it could and should be because parked motor vehicles are allowed to obstruct cycle and bus lanes, particularly at weekends, and because of the poor condition of many roads.</p>	
99	<p>gradually getting better, and I'm pleased to see the City Council continuing to make significant improvements to walking and cycling infrastructure</p>	

100	So much is possible (and affordable) with more clever design. The current investment is awesome, but the council is really missing some tricks by haphazard planning and using contractors and consultants who have very limited experience in designing active travel infrastructure. MAny of the current design go against internationally accepted best practice, and show a lack of understanding. For example, why is the new 20 mile speed limit not used as a basis for clever traffics slowing measures, by far the most effective way to make cycling safer and less daunting (read the research)?	<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>
101	again as businesses in the West Port Area one of the most raised issues is the No Turning Right at West Port and Lady Lawson Street. As the compromise, if proceeding with the one-way of north Lady Lawson Street this would mean no cars would be attempting to turn left at the junction and with a green man already existing for pedestrian and bikes, it would seem moot to prohibit a right turn on the south part of Lady Lawson Street.	
103	I fully support Edinburgh Council's efforts to improve conditions for walking and cycling in Edinburgh. I look forward to seeing the next steps in transitioning away from transport dominated by one mode to mixed modes where walking and cycling are pleasant and safe. Continuing to move towards segregation that takes space from vehicles rather than pedestrians is an important next step and I welcome the Meadows to Castle Terrace scheme as part of this.	
104	Would encourage more cycle friendly projects where and when possible.	
105	Segregated routes are required, but they need to be wide enough, need to be properly-connect and direct and convenient. Stop routing them the long way around junctions (Castle Terrace roundabout), make the corners/bends wider, stop creating complicated nonsenses at crossings.	
107	Segregated cycleways are desperately needed along arterial routes. CEC must show leadership and remove road-space from space-inefficient modes of transport such as cars. Pedestrian crossings in the city-centre are appalling for pedestrians as you have to wait far too long to cross.	
108	1. There is too much guardrail. The council has policy to remove it, it needs implementing by local teams. This narrows pavements, causes congestion at crossings, and is shown to decrease pedestrian and cyclist safety. 2. There is a big need for more safe, segregated cycle routes on main roads. 3. I really like that the council is spending serious money on walking and cycling. 4. The amount of time pedestrians are expected to wait at traffic lights is absurd. This makes shopping in the city centre much less attractive. In some cases, the headache caused by closing junctions would be less bad than making pedestrians wait two or three (or five) minutes to cross the road. For example, I would like to see Frederick Street closed off at the Princes street end, and the same for Infirmary Street at South Bridge. This would speed up bus flow, car flow and pedestrian flow.	

111	Please speed up the build of the urban cycle network with more segregated routes! Please continue to follow Dutch models where those who choose to drive motorized transport have to take long routes, ideally around the outskirts of city, and those who use active travel or public transport can take direct routes. Please continue to remove on-street parking from the centre, and continue to move towards an all-city 20mph zone. It's better for the economy, tourism, health, environment and the physical well being of our children.	<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>
112	there are so very many issues with the questionable layouts of junctions, placement of unnecessary chicanes on cycle paths which are not compliant with current standards, the apparent inability of CEC to take on board what to anyone elses minds would be common sense suggestions for improving things overall for walkers, cyclists, the disabled, the elderly, but oh no car is king in this city, and this needs to change, we should collectively be hanging our heads at the Nitrogen Dioxide levels from Haymarket to the Maybury and beyond (for example). But I don't see that happening. The roads in Edinburgh are too narrow, the parking congestion is a disgrace, and there are TOO many single occupancy vehicles on the roads at peak times. As well as high volumes of HGV traffic in and around the city centre, Rose St most mornings from 7 to 9 am is an utter shambles in every sense, frequently choked with vehicles and pollution, the surface is badly damaged, and has been for years, yet nothing is done, another total failure by CEC	
114	There are good routes that take you out of the city eg heading to West Lothian along the route by the tram is quite good, also the North Edinburgh Path Network. There are also some attractive routes in the city eg the route to Cramond. However in the city centre it is difficult to get from one route to another eg from the Meadows to points west or across the city centre. I commute by cycle from Roseburn via Russell Road or the A8. There are a great many cyclists even in the winter - far more than a few years back. I assume the appetite for cycling is there. Even given the poor, and sometimes dangerous infrastructure, people cycle. They would cycle more if there were more rational routes eg segregated routes along the A8 and Queensferry Road.	
115	I've just come back from a trip to Milan. Makes me appreciate how good pedestrian facilities in Edinburgh are!	
116	Improvements to walking and cycling are vital to the health and wellbeing of residents and tourists. I broadly support the council in their aim to improve facilities	
117	It's great to see the current crop of consultations and improvements - keep them coming!	
120	We must close the gaps and address reallocation of road space.	
121	Cycling is very difficult - aggressive and frightening road conditions, mostly due to motor vehicles, can feel very unsafe. Walking is a little better but often/usually feels as if pedestrians are an afterthought and cars are always prioritised.	

---

## Appendix D Detailed Response to Living Streets email

---

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 Living Streets (black text) and the Council's Response (dark blue italic text)

#### Meadows to Castle Terrace Consultation – Living Streets Edinburgh Group. December 2016

##### Section A

##### A. Introduction

Living Streets Edinburgh Group (LSEG) is the local voluntary arm of the national charity, Living Streets, which campaigns for better conditions for 'everyday walking'. In LSEG our key aim is to promote walking as a safe, enjoyable and easy way of getting around the city.

We welcome the measures included in this proposal to improve walking, although these are often fragmented and largely incidental to the continuous corridor-based approach to the cycling design – a particular example being the lack of continuous footways (avoiding changes of level for pedestrians) across side streets where they join the cycle corridor, despite this being a requirement of the Edinburgh Street Design Guidance (ESDG).<sup>1</sup>

Worryingly, we have identified a number of other instances of the route design failing to comply with the ESDG. *A fundamental principle of all such schemes is that designs should explicitly conform to the ESDG for the category/categories of street affected.* Until the adoption of finalised Detailed Design Sheets for the ESDG, the latter's Design Principles (as already adopted by the Council) should be adhered to, for example with regard to frequency of pedestrian crossing points, footway width, decluttering, crossfalls, improvements of currently sub-standard pedestrian crossing facilities and junction corner radii (amongst many other issues). These Principles are Council policy, and should also be adhered to in order to avoid the Council being subject to legal challenge under the Equality Act duty to make reasonable adjustments to assist protected groups.

LSEG wishes to make a number of points of principle – as set out in Section B below – which should apply to *all* cycling schemes which affect Edinburgh streets. In Section C we then address some of the detailed issues / concerns arising from the Meadows to Castle Terrace proposal. And in Section D we conclude by addressing three wider strategic issues.

---

<sup>1</sup> "Install continuous footways at all uncontrolled side junctions." [http://www.edinburgh.gov.uk/downloads/file/7165/edinburgh\\_street\\_design\\_guidance\\_v101](http://www.edinburgh.gov.uk/downloads/file/7165/edinburgh_street_design_guidance_v101)



However, over and above our written comments, in view of the substantial nature of the scheme – and some controversial elements – we suggest that a workshop or seminar should be held in order to get the design right for both cyclists and pedestrians.

*The higher level, general concerns have been replied to via direct correspondence with Living Streets.*

## **Sections B & D - Key points of principle and strategy**

### **B. Key points of principle**

#### **Space:**

1. An increase (or no net loss) of pedestrian space.
2. Footways meet recommended widths.
3. Conflicts with cyclists are avoided, with dedicated and well-defined space provided for pedestrians (including separated ‘tiger’ crossings).

#### **Crossings:**

4. Junctions make foot crossing easier by being raised, with radii of corners and widths minimised
5. In busier areas, controlled crossings are provided in convenient places, with acceptable waiting and crossing times.
6. Pedestrian priority is made clear at all the key crossing points of the cycle routes, eg with continuous footways across side streets at junctions.

#### **Equalities:**

7. The design incorporates features to assist people with disabilities, including dropped kerbs (where continuous footways are not feasible), seating and tactile paving.

#### **Public realm:**

8. The footway is made free from clutter.
9. Guardrails are avoided / removed.

#### **Impact of traffic:**

10. If the area is a residential or shopping street or busy pedestrian route the speed is 20mph and the design helps to achieve this speed.
11. The level of parking and access to motor vehicles is appropriate and does not dominate the space.

### **D. Strategic issues**

While we welcome the extensive consultation exercise that the various current cycling scheme proposals represent, we find the extent of the present consultations somewhat overwhelming, especially when conducted all at broadly the same time. As a voluntary group, we do not necessarily have the information needed to assess each proposal in detail and to respond to each consultation individually in the time available. A more phased consultation would have been preferable.

A recurring feature of cycling scheme proposals is the steady introduction of shared-use footways for cyclists and pedestrians. We are very concerned about these in themselves, since there will be inevitable conflicts, with the most vulnerable street user – the pedestrian – typically coming off worst. They also send out the wrong message to a wider audience – that cycling on footways is increasingly acceptable. It is not, as it encroaches on core pedestrian territory. Instead, where extra space is required for new cycling infrastructure, it should be taken from vehicles, not from people on foot. More widely, we would also like the Council – and key partners such as Sustrans – to invest in strategic walking routes, separately from these schemes which are effectively based on the needs of cyclists.

*We see a fundamental difference in the Council's approach to walking – which is treated in an ad hoc and reactive fashion – compared to the treatment of cycling infrastructure, which is managed in a strategic, policy-led and pro-active manner. Walking deserves better treatment, commensurate with the theoretical priority it is given in the Council's transport policies.*

*Since sections B and D do not pertain directly to the proposed designs of this project, but rather strategic approaches and principles, the Council has responded separately to Living Streets on these aspects.*

### **Section C - Meadows to Castle Terrace proposal issues / concerns**

- at the junction of the new route and North Meadows Walk at the south end of Chalmers Street, engineering measures will be required to ensure that cyclists passing from one to the other (i) reduce speed, and (ii) give way to pedestrians (who should have both 'in theory', and practical, priority) where cyclists cross the walking half of the path – particularly bearing in mind potential downhill cycling speeds on Chalmers Street <sup>2</sup>

*At the junction with North Meadow Walk, we shall consider interventions such as buff surfacing, tactiles and give way markings to ensure pedestrian priority and safety.*

- continuous footways across side streets should be installed the length of Chalmers Street  
*Dependent on available budget and relative levels of footfall to vehicles, continuous footways shall be considered in the design. Particular attention will have to be given to the hospital rear entrance to ensure safe access by ambulances over a continuous footway.*
- the footway on the west side of Chalmers Street (north end) is currently only 1.8m-1.9m wide – as this is less than the 'absolute minimum' set out in the Edinburgh Street Design Guidance<sup>3</sup> it should be widened to take account of heavy footfall, including access to the Eye Pavilion and St Thomas Aquinas School

*This is a very valid point and one that we should have picked up on. We shall re-assess the design and look to widen the footway by reducing the carriageway. Our initial assessment suggests at the key pinch point between Lauriston Place and St Thomas school we can reduce the cyclelane by 0.5m and the carriageway by 0.5m. This will need to be confirmed by the topographic survey, but it would*

---

<sup>2</sup> The difference in kinetic energy between a car travelling at 30mph and a bike travelling at 20mph is 44:1. The difference in kinetic energy between a bike travelling at 20mph and a pedestrian travelling at 3mph is 48:1 (Source: Paper presented at the Australasian College of Road Safety National Conference - Pedestrian-Cyclist Collisions: Issues and Risk, Melbourne, 1-2 September, 2011. Grzebieta R.H.1, McIntosh A.M.2, and Chong S.)

<sup>3</sup> 'Minimum width of footway...absolute min. 2m, desirable min 2.5m' [http://www.edinburgh.gov.uk/downloads/file/7165/edinburgh\\_street\\_design\\_guidance\\_v101](http://www.edinburgh.gov.uk/downloads/file/7165/edinburgh_street_design_guidance_v101)

*widen the footway by 1m. We shall also conduct an assessment of footfall at school opening times to determine whether the rest of the footway also needs to be widened.*

- the proposed footway on the north side of Lauriston Place, west of Chalmers Street, is shown as 3.1m wide, but in fact the footway is currently only 2m wide (the rest is accounted for by cobbles, bollards and trees that should not be counted as footway, as they cannot be walked on) and it therefore appears that there is no ‘spare’ footway width which could be alternatively utilised to widen the very narrow footway on the south side of Lauriston Place at the sub-standard bus stop (see below)

*In agreement with the Council’s Tree Officers, we shall be removing the bollards, cobbles and tree pits (the trees shall remain). This area will be surfaced with a type of hard surfacing (like tarmac) which permits the trees to survive (it is porous and non-compacting). The drawings should have had an annotation explaining this. As such the footway will be widened as shown. Whilst the tree trucks do present some restrictions we have checked to ensure wheelchair access will be possible and meet the required guidance.*

- pedestrians is grossly inadequate to cope with the volume of usage, with pedestrians constantly forced to walk in the carriageway – we understand from the Council’s public transport team that it is to be included in the remedial work programme and improved, but associated widening of the footway (by narrowing the carriageway) is essential (we are surprised that the cycle route project design team appears not to have liaised with the public transport team on this issue)

*Due to the very restricted space at this location it has not been possible to widen the south side footway. To narrow the road width any further would require removing the south side cycle lane. We believe that it is important to retain the cycle lane given the high levels of traffic and large vehicles on Lauriston Place. The public transport team has been consulted and we are proposing to re-position the bus stop to outside the hospital where there is greater footway width. We have been in consultation with Lothian Buses, the hospital and school regarding this and it seems like it is a viable solution.*

- the junction where Lauriston Place and Lady Lawson Street join should have a continuous footway along Lauriston Place – both across the road carriageway and the cycle route – with pedestrian priority clearly identified by road surface, markings and signage.

*The number 35 bus service turns through this junction, which creates an issue as the bus would have to ramp up and over the footway at an angle. Such manoeuvres cause safety issues for passengers. Lothian Buses have already highlighted that they would strongly object to such a design. We shall re-visit this design aspect to consider if a viable proposal can be identified.*

- there should be continuous footway across the access road joining Lady Lawson Street from the Art College

*Dependent on available budget and relative levels of footfall to vehicles, continuous footways shall be considered in the design.*

- the pedestrian crossing of West Port is some distance away from the junction with Lady Lawson Street, whereas the cycle route exactly follows cyclists’ desire line – the same approach should be taken for pedestrians, but ensuring that a ‘tiger crossing’ physically separates cyclists and pedestrians

*Thank you for raising this, since the kerb line has changed with the new cycleway and one-way street layout, moving the crossing closer will be possible. The crossing would not be a 'tiger' as this would be a zebra crossing with parallel cycle facilities. It will remain signal controlled and have a separate phase for cyclists, who will go with traffic, but it will be moved closer to the desire line.*

- on Lady Lawson Street (section north of West Port) the footway which is currently 3.5m wide would be reduced to 3.09m and 2.50m width – the space for the cycle route should instead be taken from vehicles.  
*The vast majority of space is taken from vehicles. 2.8m is taken from the carriageway and 0.4m from the footway. We have to be careful not to restrict the road width such that delivery vehicles will struggle to access and do loading for the businesses here. This was stressed as a necessity by the business owners. The measurements are based on OS mapping, which has a +/- of 0.5m. If, once we complete a detailed topographic survey, we will determine what we consider to be the optimum solution balancing the needs of users groups and businesses.*
- to walk from Castle Terrace (north side, west of the roundabout) to Lady Lawson Street (west side) will involve pedestrians traversing one road crossing, two cycle route crossings and the unprotected junction of Lady Lawson Street and Castle Terrace; this is both inconvenient and potentially dangerous, and involves the cycle route running along the centre of the footway on Castle Terrace (south side) – continuous footways, with pedestrian priority, should underpin all these crossings  
*Currently, this manoeuvre involves two unprotected crossings of very wide and sometimes busy roads. This scheme provides one zebra crossing, the most convenient crossing type for pedestrians, and a significant width reduction of the Lady Lawson Street and Castle Terrace. Additionally, traffic from Lady Lawson will be in one direction only, so making the crossing simpler. The crossings of the cycleways shall have informal zebra markings to re-enforce pedestrian priority. Overall these changes will make significant improvements for pedestrians with multiple new crossings and footway widening. That said, we shall consider a continuous footway crossing of the northern end of Lady Lawson Street.*
- to walk from Castle Terrace (west side, north of the roundabout) to the east side (Farmers' Market, multi-storey car park etc) involves one road crossing and one cycle route crossing – this should be a raised crossing / continuous footway.  
*This shall be a zebra crossing, which will be raised. This is a significant improvement for pedestrians.*
- planned footway widths on Castle Terrace as it nears Lothian Road do not seem to be shown on the plans, but the current north side footway of Castle Terrace at its narrowest point is less than 1.6m, with a 'clear walking zone' at the lamp post of less than 1.3m. The Council's Street Design Guidance stipulates an 'absolute minimum' of 2m and 1.5m respectively in such circumstances<sup>4</sup> – the opportunity should therefore be taken to achieve these footway minima on this stretch

---

<sup>4</sup> 'Local streets: absolute min. 2m (only allowed in short sections), general min 2.5m, desirable min 3m or wider. Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)' [http://www.edinburgh.gov.uk/downloads/file/7165/edinburgh\\_street\\_design\\_guidance\\_v101](http://www.edinburgh.gov.uk/downloads/file/7165/edinburgh_street_design_guidance_v101)

*The footway widths are not shown as they do not change from the current widths. We shall be undertaking a de-cluttering exercise as part of the detailed design. At this stage we shall assess what practical steps can be taken to maximise footways within available budgets.*

- the corner where Castle Terrace joins Lothian Road (next to the Kings Stables Road junction) is cluttered and, in the case of the latter, dangerous for pedestrians crossing – we suggest that (i) the Castle Terrace pedestrian crossing should be converted from staggered to continuous, and (ii) the Kings Stables Road junction should be blocked off to vehicular traffic  
*We shall not be considering closing King’s Stables Road to vehicle traffic as this requires a larger strategic review of traffic in the city centre, which is beyond the scope of the current project. We will consider a continuous footway at this location. Changing the Castle Terrace junction to a single stage crossing would require a much large-scale re-modelling and configuration of multi junctions on Lothian Road. This is beyond the current scope and budget of the project. However, it is the type of intervention which might be considered in the Central Edinburgh Transformation Project. As mentioned earlier, we shall undertake a decluttering assessment.*
- the shifting north of the pedestrian crossing on Lothian Road appears to be linked to an assumption of increased cycle traffic from Grindlay Street to the east side of Lothian Road and then onwards to the west side of Lothian Road and Festival Square, but this (i) would involve movement across an existing ‘pedestrianised’ area where there would be increased danger of cycling / walking conflicts, and (ii) would encourage an unacceptable level of conflict between cyclists and pedestrians on the busy footways on both sides of Lothian Road  
*Both areas were designed to be shared spaces and this design is constant with this approach. The crossing shall also benefit pedestrians as it is much closer to the desire line between Usher hall and Festival Square. This was one of the key considerations in moving the crossing.*
- the new crossing, to comply with Council Street Design Guidance,<sup>5</sup> should not be staggered, but instead should be ‘continuous’, facilitating quicker passage by pedestrians – a guardrail island shared by cyclists and pedestrians of the nature proposed is totally unacceptable and we are deeply disappointed that such an option has even be considered (such an arrangement exists on York Place (Dublin Street) and is completely dysfunctional and causes particular problem for vulnerable users (anyone with a sight, or mobility problem or use of wheelchairs or buggies) where they are forced to share a confined space with people on bikes)  
*You are right that a straight across crossing has pedestrian and cyclist advantages. Unfortunately, having consulted our traffic signals and traffic management teams they have informed us that modelling has been undertaken which shows that such a crossing would be significantly detrimental to traffic flow on Lothian Road, which is one of the busiest roads in Edinburgh. As such, currently it is not an*

---

<sup>5</sup> ‘Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m, ideally associated with entrances to major buildings. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.’

[http://www.edinburgh.gov.uk/downloads/file/7165/edinburgh\\_street\\_design\\_guidance\\_v101](http://www.edinburgh.gov.uk/downloads/file/7165/edinburgh_street_design_guidance_v101)

*option that we are pursuing in this project. However, it is the type of intervention which might be considered in the Central Edinburgh Transformation Project.*

- a new continuous crossing of Lothian Road should not however exclude a (sufficiently wide) central refuge – such a refuge is likely to be essential to allow slower pedestrians to cross in two phases, and reduce the traffic barrier for them, otherwise it is likely to be prohibitive for many frailer, elderly pedestrians

*The refuge has been widened to its maximum extent within the available road space. Any further widening would require footway reduction.*

- the increased Sheffield-style cycle parking should be sited in such a way as not to interfere with pedestrian desire lines.

*This shall be a key consideration in its siting.*

- the need to relocate the Lothian Road bus shelter should be taken as an opportunity to eliminate some of the worst features of the ‘advertising-friendly / bus passenger-unfriendly’ JC Decaux design – with clear markings for where (a) bus drivers should stop, and (b) passengers should queue.

*This has been noted to the public transport team.*