

Deputations

City of Edinburgh Council

10.00 am Thursday, 24th June, 2021

Virtual Meeting - via Microsoft Teams

Deputations

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CITY OF EDINBURGH COUNCIL

Item No 3

THE CITY OF EDINBURGH COUNCIL

24 June 2021

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 7.13 on the agenda – Spaces for People - referral from the Transport and Environment Committee	(a) Whitehouse Loan Residents (written submission attached) (b) Spokes and BEST (Better Edinburgh for Sustainable Travel) (written submission attached) (c) South West Edinburgh in Motion (written submission attached) (d) New Town and Broughton Community Council (written submission attached) (e) SW20: South West 20 Minute Neighbourhoods (written submission attached) (f) Keep Edinburgh Moving (written submission attached) (g) Silverknowes Community Group (written submission attached) (h) Get Edinburgh Moving (written submission attached)
3.2 In relation to Item 8.8 on the Agenda — Motion By Councillor Jim Campbell - Engagement and Consultation with regard to the Retention of Spaces for People Survey and Market Research	Keep Edinburgh Moving (written submission attached)

Deputation for City of Edinburgh Council full meeting 24 June 2021

Whitehouse Loan residents deputation for
Agenda item 7.13 Potential Retention of SfP Measures from TEC

All three recent CEC SfP surveys – Public, Business and Market Research – state that **all respondents oppose the Whitehouse Loan closures and ask for them to be removed**

(Our next two slides illustrate the relevant data points from these surveys to support this)

But paper 7.13 from TEC

states that
**Whitehouse Loan
SfP measures
(referred to as
“Gillespies road closures”)
will NOT be removed
even during
summer school holidays
when other school SfP
measures will be set-aside**

44 of 85

Greenbank Drive and Glenlockhart Road	Reduce speed limit to 20mph	Speed limit reduction to be considered by the Road Safety team
Schools	Various measures to provide traffic free areas and more space for parents, carers and children near school gates.	Planters installed in May 2021 to prohibit or restrict traffic. All measures to be set-aside or prohibition signage removed during summer school holidays (exc Sciennes and Gillespies road closures). Measures will be reinstated when schools return in August.
Additional Schemes		
Braid Hills Road/Drive & Liberton Drive	Cycle segregation	Scheme not taken forward at this time Not funded under SfP
Orchard Brae	Uphill cycle segregation	Scheme not taken forward at this time Not funded under SfP
Cramond Glebe Road	Waiting restrictions leading down to the car park to maintain access. Suggestion that the closure of Silverknowes Road (north section) has led to additional traffic on this road.	Double yellow lines installed as agreed with the Cramond & Barnton Community Council as a temporary Public Health and Emergency access response. Scheme review to be undertaken in June 21.

Note: Information contained in this appendix will be subject to change. Actual costs are tracked during the procurement and installation phases.

Each project (excluding minor interventions at schools) is considered by the Design Review Group (peer review), subject to internal approval and shared with the agreed Notification Stakeholder Group.

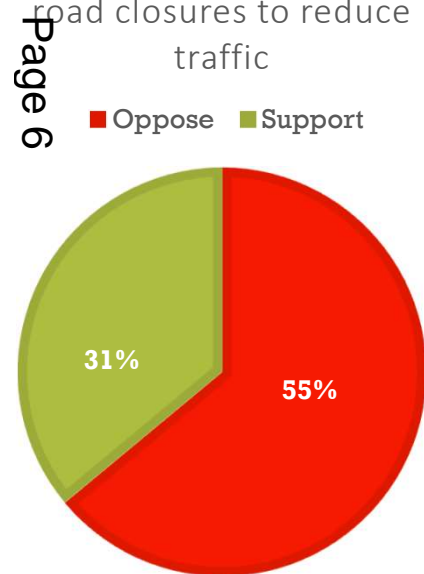
**We ask the full Council to listen to these survey results and accept our compromise.
As for other schools, remove/set-aside Whitehouse Loan SfP measures during summer school holidays.
This will enable us all to reconsider and review if these measures are required from August.**

We have evidence these SfP measures are causing more road safety issues than they propose to resolve e.g. by creating new “rat-runs” resulting in Edinburgh boy rushed to hospital after being struck by car outside swimming pool - Edinburgh Live

Public Consultation outcomes

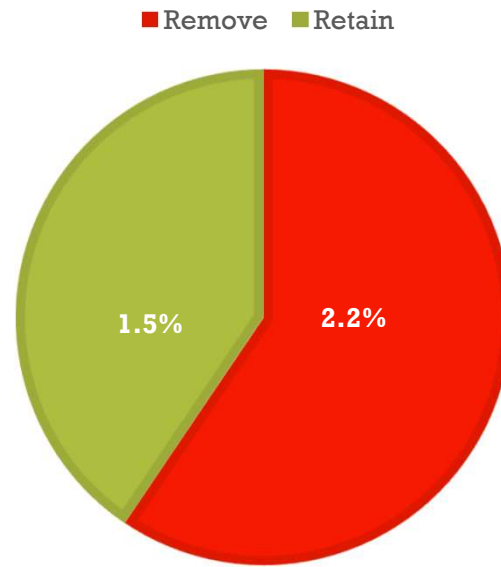
Business Consultation outcomes

Q. How much do you support or oppose retaining the following type of measure?
New "quiet connections" for day to day cycling with road closures to reduce traffic



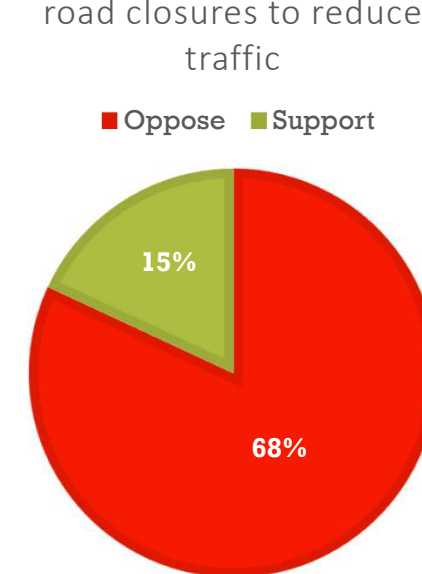
Slide 9 of 30

Q. Please select streets with SfP changes in place that you would like to see retained/removed following pandemic Whitehouse Loan



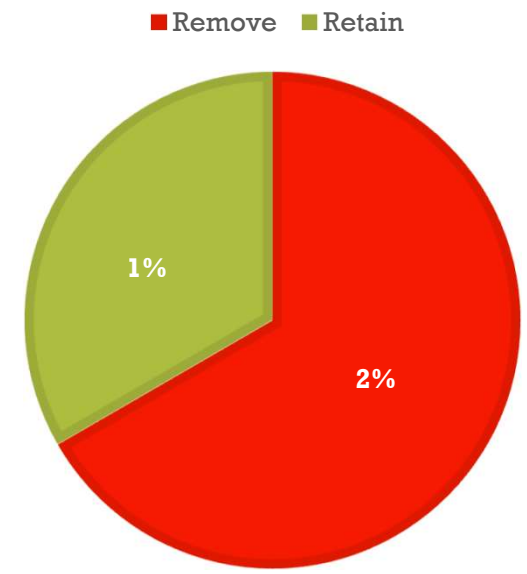
Slide 13 of 30

Q. How much do you support or oppose retaining the following type of measure?
New "quiet connections" for day to day cycling with road closures to reduce traffic



Slide 21 of 30

Q. Please select streets with SfP changes in place that you would like to see retained/removed following pandemic Whitehouse Loan

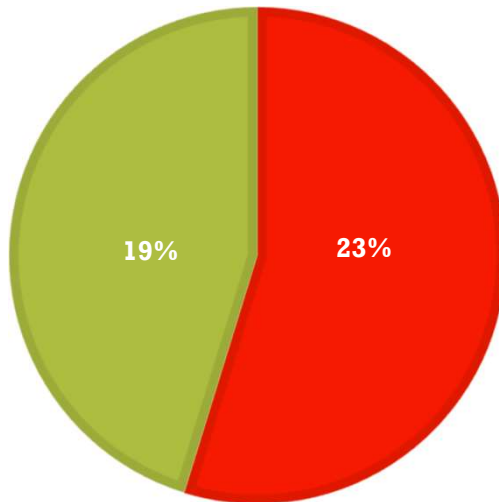


Slide 25 of 30

Views on retaining/removing measures, based on those familiar/most familiar with each measure

Q. Please select schools
with SfP changes in place
that you would like to see
retained/removed
following pandemic
James Gillespies

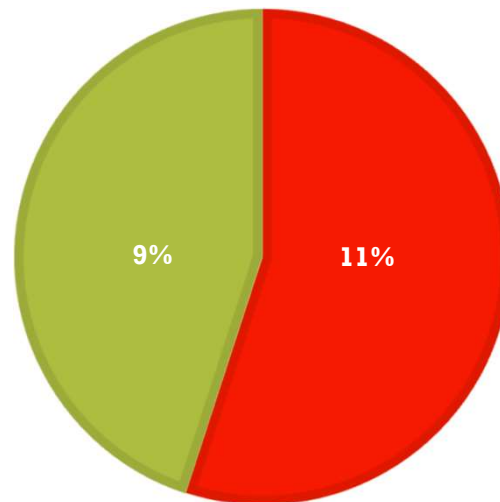
■ Remove ■ Retain



Slide 27 of 65

Q. Please select streets
with SfP changes in place
that you would like to see
retained/removed
following pandemic
Whitehouse Loan

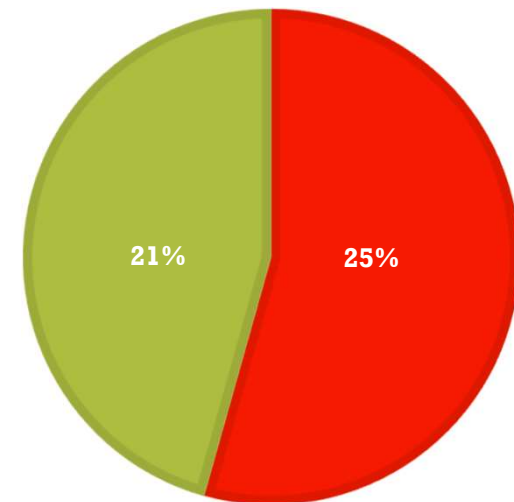
■ Remove ■ Retain



Slide 38 and 61 of 65

Q. Please select streets
with SfP changes in place
that you would like to see
retained/removed
following pandemic
Whitehouse Loan

■ Remove ■ Retain



Slide 39 and 62 of 65



DEPUTATION Written Submission – 24 June 2021 - Spaces for People

Spokes, with over 1000 members, has campaigned since the late 1970s for improved cycling conditions, in the context of a city transport system built around public transport, active travel and accessibility for all. BEST – Better Edinburgh for Sustainable Travel – is a recently formed collective of community groups and businesses from across the city seeking an Edinburgh where everyone can travel easily by sustainable means, whoever they are and wherever they need to go.

Spaces for People is a national initiative funded by the Scottish Government in response to the COVID-19 pandemic. We are not alone. Similar interventions have been made in many other locations in the UK and the rest of the world including: Berlin, Paris, Athens, Bogota, Madrid, Sydney and Budapest. It achieved – in a very short space of time – a significant change to the overall transport infrastructure of those places, supporting more people to walk, wheel and cycle. Evidence from SPOKES shows that many of the individual schemes in Edinburgh are already well used. **We are pleased to see the report recommends most schemes for continuation post-pandemic, either through TROs or ETROs, and that all are to stay in place so long as public health guidance requires social distancing.**

Many cities are intending to make permanent the temporary pandemic measures, recognizing the benefits of expanding cycling and walking infrastructure to support public health goals (increased physical activity rates, lower body weight, improved air quality) as well as climate and carbon reduction targets.

Retaining Edinburgh's Spaces for People scheme would bring the city in line with other capital cities worldwide. Combined with other Council existing and planned cycle routes, the SfP on-road cycle lanes form the basis of a hugely valuable future network connecting local communities to the city centre, local town centres, schools and workplaces by sustainable and active means. [This is covered in much more detail in a Spokes website report[3]. **Spaces for People has been a leap in the right direction.** We ask you to retain the schemes post-pandemic, prioritise accessibility for all, and build on the work achieved to date to create a travel and transport network that is genuinely inclusive and sustainable.

It is important to recognize that Spaces for People installations were designed and implemented quickly, using materials that would not normally be used or considered. Retaining them does not mean leaving them as they are but upgrading and improving them in discussion with communities and other stakeholders. This is already beginning under existing TTROs and can continue through ETROs. We agree with many of the detailed comments and concerns from others about crossing points, dropped kerbs, level access, bus stops & bus priority measures, and we are supportive of initiatives to resolve these issues through enhanced design and best practice reviews.

As noted in the officers' report, the Spaces for People schemes in Edinburgh contribute to other policy goals, including Council priorities on net zero carbon and wellbeing, the City Mobility Plan, Active Travel Plan and City Centre Transformation programme. The potential policy interactions go further, and we

note the obvious links to the city's air quality objectives, the Low Emission zone, Vision Zero Road Safety Plan[1], 20 minute neighbourhoods as well as national outcomes in the National Performance Framework[4] including: health – we are healthy and active; and, community – we live in communities that are inclusive, empowered, resilient and safe.

There is extensive evidence that women are disproportionately discouraged from cycling by traffic conditions. High quality infrastructure is also essential for adapted cycles (e.g. handcycles, trikes, wheelchair tandems) and those with children as passengers (e.g. cargobikes, or child trailers). And, according to Edinburgh and Lothian Regional Equality Council, cycling on our roads can be particularly daunting for ethnic minorities, migrants, refugees, and asylum seekers. Improved infrastructure, including segregated bike lanes, pavement extensions, controlled junctions, traffic filters and road calming, increases equal access to active travel as it makes it safer for **everyone** to ride.

Although there has been a high volume of consultation responses to the SfP scheme, **none of this feedback explicitly** includes the voices of any of the 80,000 children who live in the city, and the impact on children was not considered within the report. We think it is important *that children's views are taken into account*[5], and we were delighted to see and hear from children in the deputations made to TEC on 17 June 2021. Spokes and BEST are pleased to see broad support for the School Streets schemes and a wider programme of retention and development in the report. We **strongly support** extended measures around individual schools, as well as safe (low-traffic) routes through each school catchment **and beyond**, and see this as a key intervention in children's safety, well-being and education. We welcome the proposed amendment to seek the views of young people/children in future reports.

In the SfP report, the technical assessment of impacts on businesses focusses on the arrangement of customer parking and delivery bays. We note that a growing number of businesses in Edinburgh use bikes and cargobikes for deliveries/servicing[2] and this possibility is not mentioned either as a potential benefit of SfP measures or within potential future delivery/servicing options. This is particularly pertinent to the arrangement on George IV bridge where servicing difficulties have been noted. We ask you to consider additional managed logistical hubs like those utilised for the Trams To Newhaven project. This would support businesses as they adapt and align themselves to the sustainable transport hierarchy.

It is very disappointing that most of the shopping street measures are suggested for removal. Many footway widenings are well used, as are the few cycling measures in shopping streets, such as the uphill cycle lanes in Broughton St and Morningside Road. We urge the Council to give officers flexibility to assess and retain those shopping street measures which are useful. These should be seen as stepping stones towards broader policy goals for place-making in those locations, with SfP viewed as interim/temporary intervention rather than a final design.

The report notes some locations where there are practical challenges for wheelchair users when parking or using taxis, for example where it is not possible to gain direct kerb access. We agree that this is an important issue and suggest that workable design solutions (that do not involve removal of safe cycling infrastructure) should be sought based on best practice from other cities and input from relevant partners. We expect to see detailed and specific engagement with disabled people, including disabled cyclists, on all schemes to ensure access for all. Of course, blue badge holders should be able to park easily in shopping streets and we expect the council to work with disabled car users to ensure their needs are met.

As the Spaces for People installations evolve, all redesign must be done in line with the sustainable transport hierarchy and best practice. Protected cycle lanes are more effective if people can rely on them to be clear of parked vehicles, and obstructions are a particular issue for nervous cyclists or people

cycling with children. Where possible, redesigns should physically prevent obstructive parking. When not possible, visible and regular enforcement must be increased.

To enable modal shift, protected cycle lanes must be along roads people use for commuting, allowing them to make *everyday* journeys to work, school and the shops. Those cycle routes need to be direct and well lit. Schemes like the ones on Lanark Road are fantastic examples of this, as it relieves pressure on alternative leisure routes which can put different path users in conflict and are deemed unsafe by some cyclists at night, especially many women. We were very disappointed to see the Coalition Amendment voted through to remove the Lanark Road scheme, and we are calling on the Council to retain it and progress it through the ETRO process as with other schemes. We would also urge councilors to be robust in the implementation of the travel hierarchy when considering the proposed reports are undertaken on schemes such as Comiston Rd and Braid Rd.

Finally, SfP is greater than the sum of its parts. It is not just a list of individual interventions, it is part of a strategic reshaping of our streets towards the inclusive and sustainable future the city wishes to become. Losing any significant part of the scheme will delay the transformation of Edinburgh into a low carbon place. The Council must now be bold and ambitious. Retaining schemes and moving them to the next stage of the process is essential for a modern sustainable inclusive city with ambitious climate change, economic, and public health objectives.

Notes

[1] Full council voted unanimously (25 August 2020): “that a new Edinburgh 'Vision Zero' Road Safety Plan - which aims that 'all users are safe from the risk of being killed or seriously injured' on the City's roads - is developed to replace the existing plan and is reported to the Transport & Environment Committee.”

[2] Farrout Deliveries offers a cargobike service for businesses in Edinburgh, and works with a diverse range of clients across the city. Uber Eats and Deliveroo use bike couriers to deliver food/takeaways. And, ZedifyUK – a cargobike business have secured investment of 50K to set up an Edinburgh delivery hub (March 2021).

[3] www.spokes.org.uk/2021/05/growing-edinburghs-cycle-network-beyond-spaces-for-people/

[4] <https://nationalperformance.gov.scot/national-outcomes>

[5] Under the UN Convention on the Rights of the Child, children have rights to participate in decisions which affect them, and to be protected and kept safe from danger. These rights are now enshrined in Scottish law.

Spokes Response to stakeholder consultation on SfP

<http://www.spokes.org.uk/wp-content/uploads/2021/04/2104-Spokes-SfP-supplement-to-stakeholder-consultation.pdf>

Deputation by South West Edinburgh in Motion to City of Edinburgh Council 24 June 2021

Agenda item: 7.13 Potential Retention of Spaces for People measures
- referral from the Transport and Environment Committee

Thank you Lord Provost and Councillors for the opportunity to submit a deputation.

South West Edinburgh in Motion was formed to call for genuine community consultation on the Spaces for People measures installed on Lanark, Longstone and Inglis Green Roads. Despite claims to the contrary, we are not the pro-car lobby, indeed many of us are cyclists and all have embedded car-free travel in our daily lives for years. Nor are we nimbyist; instead we share the goal of making the roads in our community safer and more accessible for everyone: residents and visitors, staff and customers, children and people with disabilities.

We welcome the proposal before councillors to remove the Spaces for People scheme on Lanark Road, but remind councillors that nearly all of the same safety and equality issues are duplicated on Longstone / Inglis Green Roads.

Our journey to this point as a community has been characterised by pleas from councillors, residents, businesses and our MP to listen to our legitimate safety and accessibility concerns.

The following timeline provides evidence of significant dysfunction within the organisational culture of the Place directorate, right through from junior to the most senior levels, as well as questionable ethical behaviour by the elected administration.

It is noted that there is currently an independent review being conducted into the organisational culture within the council. We believe that a specific investigation needs to be carried out into what has happened with Spaces for People.

The key issue could be summed up as follows. Residents who support active travel, road safety, environment and inclusivity initiatives broadly support council objectives in these areas, and proportional actions to deliver against them.

However it is the approach the council is taking with respect to what they are choosing to deliver and how they are choosing to implement it, that residents feel undermine these objectives. These include reckless actions introducing new safety issues, spending budget in areas which signal action to achieve Net Zero but will not be effective, or worse, are unsustainable in the level to which they exclude certain groups.

Yet when residents spotlighted these issues and raise legitimate concerns they were:

- ignored with a failure to respond to escalation of concerns
- patronised with statements that they are confused or failing to understand what is happening
- falsely accused of campaigning against safety and the environment
- or worse, actively seeking to harm groups such as cyclists with malicious actions.

When these behaviours are demonstrated by the most senior people within the council and the administration, there is a serious cultural issue which must be examined.

The following timeline will illustrate why.

IN THE BACKGROUND

18 Sep 19 **Safety:** Pedestrian crossing on Lanark Road: council decline resident request for pedestrian crossing near Hailes Gardens: "As Road Safety works are focused at priority locations, the current collision rate means road safety works at this location could not be recommended at this time. I appreciate that this is not the response you would have wanted, but spending from the road safety budget is prioritised towards

areas which will have the greatest collision reduction benefits and needs to be seen against the overall level of collisions in the Council area every year.”

- 18 Sep 19 **Safety:** Council confirms: “A pedestrian crossing assessment undertaken in Lanark Road opposite the south end of Kingsknowe Playing Fields in October 2016 and established a PV2 value of 0.37. It is therefore proposed to provide a non-signalised crossing improvement, such as a refuge island and we are undertaking further investigations to determine the most appropriate design at this location...the intend construction schedule for that is in the financial year 2019/2020. This has not been implemented to this day.

COVID PANDEMIC

- 20 Apr 20 **Planning:** Spokes email various councillors (Lesley Macinnes, Karen Doran, Maureen Child, Gavin Corbett, Claire Miller), Sustrans and officers Paul Lawrence and Phil Noble, to thank them for inviting them to the Public Realm Planning meeting for Covid, and providing a 5-page document listing over 50 streets for which they recommend measures. Lanark Road is not included in this extensive list.
- 14 May 20 **Planning:** Policy and Sustainability Committee meets to consider a list of “Proposed Schemes for Implementation” under SfP. Lanark and Longstone Roads not listed.
- 12 Jun 20 **Scheme brief:** Council officer briefs design of Longstone/Slateford scheme to Sustrans, and in spite of officers being overloaded with work, spots an opportunity to add on Lanark Road (3 miles of carriageway) at last minute
- 22 Jun 20 **Scheme design:** Sustrans in London delivers first draft design for 7 miles complex carriageway in 10 days without a site visit, with final draft by 26 June. Sustrans is paid for this work (and design of Braids schemes) directly by Transport Scotland.
- 29 Jun 20 **Questionable market research:** Sustrans Commonplace survey closes - council later implies this output informed the need for the scheme and the design brief in spite of the brief being done already. Out of 3,600 comments, only 32 related to the area. Only some responses selected the pre-prompted option for cycle lanes. Others highlighted issues with hedges, cyclist behavior, landslips and closed bridges in the Water of Leith blocking cycling routes.
- 19 Sep 20 **Council communication:** Lesley Macinnes does Edinburgh Live interview saying “Clearly there is some confusion building between the temporary measures that are coming in and the way in which we are doing that with reduced levels of public consultation and some of the longer term aims.” It turned out that there was no confusion. Sustrans published a Route Map to permanency in February and the council launched a consultation to retain measures.

INFORMATION RELEASED (IN A RESTRICTED WAY)

- 25 Sep 20 **Council communication:** Stakeholder Notification; residents not included.
- 9 Oct 20 **Accessibility and safety:** Edinburgh Access Panel objects to floating parking but is over-ruled with “*The risk outlined is minor in comparison to the risk of cyclists passing between parked and moving vehicles.*”
- 5 Nov 20 **Community response:** Stakeholder notification receives 300 emails against and 29 for the scheme.

DECISION MAKING

- 9 Nov 20 **Accessibility:** Integrated Impact Assessment completed by council officers who briefed the scheme design. No mention how implementing the scheme during the pandemic could increase negative impacts on people shielding or with mobility issues. Untrue statement that business representatives were notified. Untrue statement that “Street will have more space so will be easier to navigate...particularly relevant for people with disabilities and mobility challenges, older people, partially

- sighted or blind people and people with pushchairs.” No aspect of the design increased street space or ease of navigation for these groups.
- 12 Nov 20 **Decision:** TEC decision referred to full council.
- 19 Nov 20 **Decision:** Full council votes to proceed anyway.
- 20 Nov 20 **Community response:** SWEM is formed by residents who feel unconsulted.
- 21 Dec 20 **Community response:** Independent survey for SWEM receives 1010 responses: 80% opposition (75% opposition from cyclists).
- 22 Dec 20 **Safety:** Longstone dance school makes complaint about child / cyclist safety.
- Christmas 20 **Safety:** pavements on Lanark Road remain ungritted for several days leading to many falls.
- 6 Jan 20 **Council communication:** Lesley Macinnes refers to Lanark Road scheme in Evening News article in spite of not having communicated with those directly impacted
- 7 Jan 21 **Legal:** SWEM delivers QC opinion to council: "seriously legally questionable".
- 11 Jan 21 **Council communication:** Joint meeting with SWEM, SfP team & Joanna Cherry MP. SWEM told by council officers that there was “no time for the luxury of consultation”, that the scheme had been on the list approved at the Policy and Sustainability committee meeting in May (untrue) and that the scheme had been designed shortly before notification in September (untrue)
- 15 Jan 21 **Safety:** Six child-centred businesses on Longstone / Lanark Roads submit safety complaint.
- 18 Jan 21 **Legal:** Council reject legal opinion; complaints "not upheld".
- 20 Jan 21 **Council communication:** 7 months after design of the scheme, directly impacted residents and businesses (not side streets) receive first communication that installation is due to start on Monday. No phone number, printed copy of plans, or clear information about what will impact those residents is provided. A web link is given to plans dated 26 June 2020, that are inaccessible with no written description. Incorrect information is provided for Blue Badge holders. This is in spite of the Integrated Impact Assessment identifying that: *“Partially sighted or blind people, people with low literacy or people with English as a second language may not be fully informed of the changes, depending of method of communication used to advise.”*
- 20 Jan 21 **Safety:** Resident complaint about duty of care and a sense that due to the nature of the plans, it seems like contractors installing schemes will make the critical decisions based on what they actually find on site, and are charged with positioning of Orcas and painting road marking details as they see fit. *“Unless proven otherwise, my complaint is that this is entirely negligent.”* 17 February Spaces for People team response: *“I believe our Integrated Impact Assessment has been a reasonable undertaking to consider all road users and deliver a safe layout.”* Complaint – not upheld.
- 20 Jan 21 **Accessibility:** Resident complaint - discrimination against disabled drivers and an application for a disabled bay. 17 Feb response: *“Unfortunately, due to the proposed road layout I don’t think it would be possible to consider the introduction of a disabled bay for a local resident, and less so for a visiting family member.”*
- 20 Jan 21 **Accessibility:** Resident complaint Accessibility of plans – No key and lacking information. 17 Feb Spaces for People team response:
“I acknowledge and agree that our plans used initially for stakeholder notification have, due to file size and time limitations, lacked detailed information. I also note that plans included on our Website do not include a key, however, the road markings shown on the plans will provide a reasonable level of information for most viewers. I note your request and agree that future drawings, especially for public use, should

include clear information.” Complaint – upheld. Also on 17 Feb, inaccessible plans are released for Stakeholder Notification for Slateford Road

25 Jan 21 **Accessibility:** Residents realise that not a single Blue Badge space has been shown on the plans. Only one Blue Badge space was needed previously due to availability of hundreds of choices of safe parking for disabled people. All parking suitable for people with mobility issues has now been removed for 4.4 miles of carriageway.

26 Jan **Accessibility:** Resident requests clear visual and written information regarding parking for disabled blue badge holders and those with mobility issues who do not meet the criteria for a blue badge. 3 March (breaching response time guidelines) Spaces for People team response is

“...the drawings prepared for public use were lacking in some detail and do not make specific reference to parking availability for blue badge holders. The plans do show general on-street parking spaces and the waiting restrictions through the scheme. From this information it can be deduced where limited loading/unloading or blue badge parking is possible, where it is safe to do so.”

INSTALLATION BEGINS

26 Jan 21 **Installation:** Scheme installation begins a day late due to weather

8 Feb 21 **Safety:** work to decommission speed cameras is noticed by residents

8 Feb 21 **Safety:** Councillor asks for residents' safety concerns to be included in brief for Road Safety Audit.

11 Feb 21 **Safety:** Request rejected; installation continues.

12 Feb 21 **Community response:** Keep Edinburgh Moving petition launches - highlighting the council's bullying approach and lack of consideration of safety and accessibility is harming the entire credibility of active travel and that council consultations can no longer be trusted. The petition predicted (correctly as it turned out) that Edinburgh Council planned to use a fast-tracked “consultation” in the spring, to make these schemes permanent, in spite of repeated promises they were temporary. In previous “consultations” like this, the council ignored up to 90% opposition, then implemented their plans regardless.

13 Feb 21 **Safety:** Police Scotland's East Safety Camera Unit confirms : *“As part of our site review process, it was decided that the cameras on Lanark Road would be made dormant due to the low number of offences and collisions recorded at the camera locations.”*

25 Feb 21 **Safety and accessibility:** More safety and equality complaints by SWEM, residents and businesses.

25 Feb 21 **Installation:** bus stop which had been moved without consultation has to be moved back

26 Feb 21 **Safety:** Resident with disability reports near-miss and fall in cycle lane opposite Dovecot Park to SfP team. No action taken.

26 Feb 21 **Consultation - concerns ignored:** SWEM notifies council CEO Andrew Kerr, Executive Director of Place, Paul Lawrence, and Head of Lega and Risk, Nick Smith, of clear issues with the consultation not meeting fundamental quality standards. No response is received.

Early March **Consultation:** advert appears on bus stop on Lanark Road, advertising the Spaces for People consultation with central icons of a person in a wheelchair and elderly people accounting for a third of the imagery. Similar ads appear on lampposts, press and Facebook. Facebook comment asks “Is this a sick joke?”

4 Mar 21 **Market research:** Market research begins, heavily based on the same consultation survey already flagged as not meeting quality standards. Decision to do this taken by

Paul Lawrence, not elected members, and not referred to in the January Transport and Environment Committee meeting.

- 19 Mar 21 **False accusations:** Council leader Adam McVey tweets content implying people campaigning against Spaces for People are campaigning against children's safety (when in fact residents are campaigning for children's safety as the council are promoting cycle lanes and road schemes which have not been safety audited as being safe for children to use). He also accuses campaigners of tying a wire across an unrelated cycle path resulting in serious injury to a cyclist and suggests they *"take responsibility for their behaviour, reflect and change"*. (This serious incident followed weeks of anti-social behaviour targeting buses to the extent bus services had to be halted). This and other related tweets are now under investigation by Ethical Standards.
- 23 Mar 21 **Safety:** Bollard installation begins without proper contraflow or warnings set up - drivers travelling Westbound on the Lanark Road approaching the Gillespie crossroads were suddenly met by oncoming traffic
- 5 Apr 21 **Consultation:** deadline
- 26 Apr 21 **Community impact:** Dance school receives first email complaint in 3 years from aggrieved resident (parking).
- 29 Apr 21 **Community response:** SWEM presents a deputation supporting a Public Confidence Motion to full council highlighting how the consultation (and therefore the Market Research as it was based on the consultation) did not meet the council's own Quality Standards. SWEM predicts that if this consultation is used as the basis for decision making at June's Transport and Environment committee, that the low public confidence and levels of satisfaction with areas covered by this committee will spread to other committee areas and, inevitably, the full council. Full council voted to continue with the process of reporting back on the basis of insights from the consultation.
- 31 Mar 21 **Accessibility:** Karen Doran states in response to Edinburgh Access Panel concerns that *"We always ensure there is space for blue badge holders to park and have additionally taken on board the panel's comments and tweaked schemes where possible to provide maximum access for those with mobility issues."* With respect to our local area, this statement is untrue.

MOVE TO LEVEL 2

- 17 May 21 **Covid:** Edinburgh moves into Level 2 and reopening begins.
- 22 May 21 **Safety:** Resident complains of cars exceeding 30mph since speed cameras turned off.
- 29 May 21 **Safety:** Car collides with van parked in floating parking. Serious damage caused.
- 24 May 21 **Safety:** Resident complains of near miss with cyclist while loading children into car opposite Dovecot Park. 10 Jun 21 Acknowledged by letter; no action taken.
- 8 Jun 21 **Consultation and data protection breach:** council publishes responses to consultation including 1,200 full postcodes and identifying characteristics of respondents, including gender, age bracket, health issues, wheelchair use, modes of transport and opinions on Spaces for People. When this is noticed by residents and reported on 13 June, council acts fast to remove data on 14 June and then republishes it a few days later.
- 12 Jun 21 **Safety:** Bike hits a child in the cycle lane. Child taken to A&E. Cyclist badly hurt.
- 17 Jun 21 **False statement in official report:** The report on "Potential retention of Spaces for People measures" provided by Paul Lawrence, Executive Director of Place to the Transport and Environment committee, point 4.11 states *"A petition against safety measures was published on www.change.org and has 16,809 signatories."* The title of the petition was, in fact, "Stop Edinburgh council making dangerous road changes,

cycle lanes & parking cuts permanent." A deputation was made by Keep Edinburgh Moving, strongly objecting to the misrepresentation of this petition as an anti-safety petition, when in fact it makes a strong criticism of the council's failure to conduct independent road safety audits either before almost all the schemes were installed or, as remains the case for some, many months after installation. In addition there is at least one example on Lanark Road and Longstone where the community has been refused permission by the council to submit specific areas of concern to include in the brief for the safety auditors, so that those specific areas of road can be checked for specific scenarios which someone without local knowledge would be less likely to be aware of. However, Paul Lawrence has retained this false statement in his report referred to full council today on 24 June 2021.

17 Jun 21 **Decision:** TEC vote for amended motion removing Lanark Road scheme.

NEXT STEPS

1. COMMITMENT TO REMOVE LANARK ROAD SCHEME QUICKLY AND SAFELY

Sadly, recent incidents have justified our safety concerns, each event being preceded by correspondence to the council highlighting the issues.

Given the warnings by our community, the liability for these incidents falls on the council. Lessons must be learned, and this dangerous scheme removed quickly. The risks caused by the scheme cannot be offset by any benefit the scheme brings in reducing Covid transmission.

2. URGENTLY REVIEW APPROACH TO LONGSTONE

Nearly identical structural issues remain with the Longstone / Inglis Green Road scheme, putting cyclists, drivers and children at risk.

The public consultation has delivered as clear a message for Longstone Road as it did for Lanark Road.

Please look at the evidence, listen to the balance of opinion from people who cared enough to complete the consultation, and remove this scheme too.

We acknowledge that this action will be controversial and unpopular with those who have campaigned for years for this kind of cycling infrastructure.

3. OPTIONS TO MOVE FORWARD CONSTRUCTIVELY

SWEM is not a lobby group with an agenda to pursue. Instead we are residents and businesses put on the defensive by the council's actions and lack of consultation.

In an informal survey of our community conducted from 24 May to 7 June we asked people's opinions on the schemes installed in Longstone and Lanark Roads. Over 80% wanted them removed, and you can [read the comments](#) they submitted as an appendix to this deputation.

But critically we received feedback and suggestions on positive measures for our local roads to support safe cycling and walking, especially for those with mobility issues.

These included:

- keeping aspects of the SfP scheme, notably the 30mph zone (but with camera enforcement), and double-yellow lines at junctions
- narrowing of junctions (physical building out preferred)
- better maintenance of the Water of Leith routes
- safe parking for everyone to access Water of Leith green space
- wider traffic refuges with access for wheelchairs and buggies

- installation of a pedestrian crossing at Dovecot Park
- resurfacing the road
- and prioritising bus use without creating congestion

The timeline earlier in this document shows how the community justifiably lacks trust in council officers and the administration.

However, in spite of this, as you can see, there are positive ways in which we want to work together to make our community a safer and more accessible place for residents and visitors.

Let's turn the page and get on with doing this.

Prof. Derryck Reid
Chair, South West Edinburgh in Motion

Appendix – Comments from an Informal Survey by SWEM 24 May – 7 June 21

(447 responses were received in total)

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1. [Since the introduction of the Lanark, Longstone, Inglis Green and Slateford Road Spaces for People schemes, has using and accessing these routes become easier or harder for you? Please add any further comments you have here:](#)
2. [For those routes which you have used, do you feel safer or less safe as a result of the changes? If the changes made you feel safer or less safe, please explain why:](#)
3. [Which of these changes do you consider make the road safer or less safe? Please add any further comments you have here:](#)
4. [Since the introduction of the schemes, have you been involved in or have you witnessed any incidents on the affected routes? If you wish, please provide details \(e.g. location and nature of the incident\):](#)
5. [Kerbside parking has been removed to make it possible to introduce kerbside segregated cycle lanes. \(Multiple choice question on access.\) If you wish, please provide details:](#)
6. [\(Multiple choice question on advantages and disadvantages of schemes.\) If you wish, please provide details:](#)
7. [Please add any further comments you have here:](#)
8. [Please use the box below to comment on any issue affecting your business which you felt was not covered by the earlier questions:](#)

Since the introduction of the Lanark, Longstone, Inglis Green and Slateford Road Spaces for People schemes, has using and accessing these routes become easier or harder for you? Please add any further comments you have here:

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Exiting Kingsknowe Park & Kingsknowe Road S onto Lanark Road, west bound is now very dangerous as it is impossible to see past the cars now parked in the middle of the road. Whilst edging out one is likely to be hit by cyclists speeding down the hill. Most cyclists are not using lights or high viz clothing and the hill means they can and do travel at 30mph. I sometimes walk on the canal towpath and there has been no let-up in cyclists using it, most unfortunately who don't use their bells. My wife whilst out running on the canal bank was abused by a cyclist for not getting out of his way. Since the introduction, I have seen several cyclists cycling on the pavement on Lanark Road - I have videoed one doing so. Buses pulling out from the stop after the Juniper Green crossroads have to swing onto the opposite carriageway to clear the cars now parked in the middle of the road.

The interventions appear to have been designed on a computer with bollards placed to allow minimum space to a motor vehicle as they chicane round floating parking and disabled bays. In reality vehicles need more than a few centimetres tolerance to pass safely. Buses and large vehicles are frequently on the wrong side of the central divider and all scope to move out of their way and avoid accident has been removed. As we all weave in and out of artificial chicanes it's extremely rare to see a cyclist - their lanes aren't being used yet everyone else has had all safety margin removed from their journey to create them and is in more danger and faces a harder journey.

Both Lanark Road and Longstone/Inglis Green Road have become more difficult when driving due to the conversion to single lane (Lanark) and the narrowing of the already single lane (Longstone), when having to pass parked buses, turn right, etc. In addition, on a number of occasions, cyclists have opted to remain on the main road lane rather than use the cycle lanes, causing disruption for other traffic.

Accessing Lanark Road from Kingsknowe Drive very difficult due to bollards and floating parking spaces making road too narrow especially when larger vehicles coming up at same time.

It is more dangerous to cross the roads because vehicles parked in new parking lanes often obscure the distant view of oncoming traffic. Lanark Road is still much higher than 30mph on average

Schemes have provided no improvement, rather the reverse, they have removed the flexibility that was available in the existing road layout

No parking anywhere can't use, especially around Longstone school, complete nightmare

The canal paths where I walk are very busy since the start of the pandemic but seem even busier with cyclists since the measures went in - not sure what is causing that

The changes are not improvements.

Longstone road resembles a slalom course.

Roads are much more confusing to navigate and seem quite dangerous for people they're intended to help. I notice that the spaces between concrete spacers and traffic islands are extremely tight for buses on Inglis green road.

Lanark Road now resembles a go-cart track as well as the bollards making what was a nice road ugly. I have had 2 near misses through the chicane outside Kingsknowe golf club with vans and lorries going too fast and cutting across the lane marked as the traverse the chicane. Only a matter of time before there is an accident here if it has not already happened.

I put in no change to water of Leith paths and union canal paths because nothing has been fixed, but is now busier than previous year. I would say definitely more cyclists using canal paths and dell paths. Not so many using roads that run parallel. (my road bike is now hung in the garage and won't be used until Lanark road is back to normal again) I'm ashamed to call myself a cyclist now.

Absolute hazard. I don't feel safe as a driver or pedestrian. Clearly some motivation behind the scenes for this, perhaps to try to save face. The roads all need fixed. Do that first before making them any more dangerous. Cut your losses and get back to the drawing board.

Parking in the middle of the road. Buses trying to go round these, islands and cyclists who don't always use the area. Hardly any pedestrians to warrant the spaces for people Even more difficult now for disabled people. Ive noticed an increase of damage lights on the centre islands than previously

Someone, probably a cyclist, is going to get killed thanks to your total stupid traffic system. I hope the relatives sue the council and the upper echelons of the traffic department; you deserve it!

The shared space and floating parking is completely dangerous. Cars in floating spaces are hit by cars on the main road, Lanark Road feels like a level of Mario Kart as you're driving about all over the place, don't feel safe as a cyclist when going straight on or turning right at a junction as you are forced into the left hand lane by the bollards, crossing the road feels more dangerous as you step out between the floating cars, the new cycle lanes are completely filthy and almost unusable already as they are yet to be swept but covered in tree branches, rubbish/litter, and small stones. Reducing the road to one lane has meant huge traffic congestion (last week it took 40 minutes to get from the Tesco Express on Colinton Road to the Sainsbury's on Inglis Green Road due to traffic queuing for the Lanark Road/Wester Hailes Road junction). Takes away independence and mobility for blind people and many other users. This cannot become permanent - it is simply horrible to navigate as a pedestrian, cyclist and car driver. I fail to see who this is supposed to actually benefit.

Since the introduction of the spaces for people scheme on these roads, travel has been more impacted due to narrowed carriageways with queues now occurring (eg behind bin lorries) that did not use to occur. Conscious of more idling (pollution) on these occurrences. Not witnessed any increase in cycles using the new dedicated lanes, nor seen any decrease in cyclists on Water of Leith or Union Canal, leading me to think that the measures are not having the desired effect. Floating parking bays are also causing some concern for me as a driver, again with margins for error (on part of driving vehicles and drivers/passengers exiting from vehicles in these bays).

The roads are now dangerous and more hazardous to be travelling on. Space is far too limited, traffic is not able to flow, emergency vehicles are held up getting through these areas due to very limited space for traffic to pull in to, it is dangerous when drivers and passengers are getting in and out of vehicles parked in the floating bays, and there is no margin for error whatsoever if you should need to swerve or stop suddenly. Moreover, there is only ever an occasional cyclist using the cycle lanes. It is an utter disgrace doing this to roads which were posing no issue whatsoever to the vast majority of people using them. The city has been ruined needlessly with taxpayers money and those responsible must be held accountable.

Traffic hold ups daily on Longstone Road. Just waiting on a bad accident happening!

I'm pretty sure that since the introduction of this scheme, there are more cyclists using the canal towpath.

The road layouts are terrible and the bollards/blocks at the side of the roads are a danger. Terrible idea to change these roads!!!

I don't see difference in the walkways but driving the other parts!!! So hard

I think the Spaces for People schemes are a great addition

The angled swerve to miss the bollards at Lidl and near taste good are alarming

Dangerous accident waiting to happen.

I'm angry that the foot bridges in the Dell are still not fixed and the roads are in a terrible state with potholes, when you consider the astronomical amount of money wasted on the corrupt SfP scheme which clearly has the sole purpose of CREATING congestion in order to justify a future congestion charge. The council has made Edinburgh a worse place to live by restricting people's freedom of movement and creating dangerous changes that have a mounting accident toll. Reverse these changes now.

It is an accident waiting to happen on Lanark road with cars parked away from the pavement especially for taxis dropping of disabled people

Cycle paths were apparently in one way take away usage of canal and water of leith walkways. NO CHANGE HAD NO EFFECT

Complete waste of money, causing traffic to now weave in and out. Main issue is by placing cars in the middle of the road when there is two lanes and a traffic light the left lane is blocked by parking cars causing unnecessary congestion. Also danger to parked cars with people opening doors into middle of road there is no space to move out the way.....

it's an accident waiting to happen especially with emergency vehicles last week an ambulance was sick could not pass because of cycle lanes

Complete stupidity, as a bus driver rest assure 2 large vehicles are struggling to pass and emergency services cannot get through as the traffic cannot go anywhere not to mention congestion, you are costing people their lives!

Single lane weaves in and out in dangerous fashion. Anyone getting out of parked cars is either a danger to themselves, cyclists or car drivers on single track lane.

Lanark Road is more dangerous now as cars have to weave in and out. Emergency Services struggle to get through traffic as car drivers have no place to pull in and bollards appear randomly. Cars are parked much further away from the pavement, almost in the middle of the road.

Please reinstate roads to pre-covid state, before someone gets killed.

Restoring the broken bridges on the water of Leith would be incredibly welcome for improving access in the area by foot.

This scheme is dangerous there will be casualties

The road markings on Lanark Road with the constantly changing widths and directions make safe negotiation very awkward

very dangerous for the driver parked cars and public

On Slateford Road, having to swerve to avoid the poles just beyond a traffic island is crazy

Walking I'm being impacted by the cycles trying to navigate the lanes and terrible road conditions. By bus the difference in times as the reduced road width makes journeys more inconvenient. I also have to be careful trying to get off at these dangerous floating bus stops. When I do drive I'm stuck behind traffic as vehicles want to turn but no space to go round and oncoming vehicles prevent the vehicles from turning. This is to help cycles which still use union canal so defeats that purpose. Also cycles still tend to be at speed on the canal

Lanark Road so much better for cars and pedestrians despite continued speeding by inconsiderate drivers

ARTIFICIAL CONGESTION MEASURES RESTRICT FLOW AND GENERATE ADDITIONAL EMISSIONS

I have used the Lanark Road cycle lanes once and will not do so again because of the rough and pitted road surface. I would rather find an alternative route than cycle down there.

Traffic is much worse

Parts of road now reserved for cyclists are poorly maintained and not suitable for cycling. Narrowness means, eg, checking behind for traffic before manoeuvring is dangerous.

Cyclists still use the footpaths by the river & canal - new lanes have changed nothing

The introduction of spaces for people bike lanes has done nothing to reduce the amount of cyclists on the canal, which is a narrow path not allowing for distancing

Money would have been better spent improving routes and repairing bridges on Water of Leith. The changes have made no difference whatsoever 're ease of walking.

Lot of cyclists are avoiding Lanark road and Slateford since the anti-car obsessive implemented her obstructions - go figure ... now they swarm the canal path and water of Leith from Slateford Rd to Colinton

Longstone road in particular is an absolute nightmare hazard during peak times. No idea now if cars are parked or stationary due to traffic. Not enough space for buses to pass at certain parts and yet to see even one bicycle on the extra space provided.

Lanark Road and Slateford Road used to be, at times, pretty congested but now, they are horrendous. I have lived in this area of Edinburgh almost my whole life and it is unrecognisable anymore. Feels like an accident waiting to happen

Since the bollards implementation by the Council, the congestion in the area had increased ridiculously

No change on canal, still has speeding cyclists. Also still see cyclists on pavement not using cycle lanes.

Very unhappy with the changes.

How do emergency vehicles get past cars etc as there is nowhere to pull in this must add time to emergency vehicles... this is going to cause deaths !!!!!

I live on Lanark road. Pulling out of my drive way between parked cars has become much harder. Parking on the road outside has become much harder and far more dangerous-when getting myself or the baby out the car we're either opening the door into traffic or into the (pretty unused) bike lane.

New cycling provision on Lanark Road is pretty pointless, has made little to no difference to how easy Lanark Road is to use as a cyclist. West bound up the hill the road was previously wide enough and easy enough to use. East bound down the hill you now have to slow down massively to avoid the risk of passing parked cars on the left and turning right from Lanark Road onto e.g. Hailes Park requires checking behind for traffic whilst avoiding the bollards between the cycle lane and the road. Earlier in the year the cycle lane was not cleared of snow, so pretty much unusable. The new cycling markings on Slateford road are confusing (as a both a cyclist and driver) and the cycle lanes have parked cars in them which makes them pointless. As a pedestrian, the changes to Lanark Road have had a little effect but the main issues with walking to Juniper Green Primary School have not been addressed. Poor timing of crossing at Gillespie cross roads (pedestrians have to wait for all 3 car directions to go before they can cross; having to cross diagonally to avoid waiting two cycles; if you miss a cycle due to e.g. poor timing or emergency vehicles coming through on green man you have to wait another full cycle to cross). The pavement going West bound after Gillespie Crossroads is far too narrow to maintain 2 metre distance and is tricky to navigate with small children, especially passing the bus stop. The pavement on the East bound side regularly has cars parked half on the road/half on the pavement which blocks the pavement and also makes cycling on the road more difficult.

I used to park car on Lanark road and walk canal path now you can't do this so I have to drive to other places for a walk as don't like walking up steep hill on Lanark road

Time travelling has increased, watching emergency vehicles struggle too get past traffic.

I hold up traffic daily, waiting for both sides of the carriageway to be clear so I can get into my driveway. The bollards are not always obvious

These measures are a pointless exercise at great expense with very few cyclists using them and the downside is that they create difficulty to emergency service responders.

Lanark / Longstone Road have become so much more dangerous with the new features. As a cyclist I also refuse to use the new cycle paths compared to the water of leith / canal paths. However still think Water of Leith around the Allotments should be properly paved like the canal path as it becomes very muddy/uneven with heavy rain. The money would have been better spent improving the cycle/walking routes already in place.

I have a business on Longstone Road and the impact of Road parking outside is killing my business.

Lanark road particularly is a total nightmare. Congestion. Longer travel times. I have serious safety concerns regarding inglis green road as use SSD pretty much daily for kids activities. After parking once in floating bays, i will never do again as don't feel safe getting myself and kids in and out of the car.

Chaos on the roads. Too much congestion. Not enough efficient transport ie:buses

Cycle path is very uneven on Lanark road. Lots of stones / rubbish / bumps making it unsafe for road cyclists

The design of Lanark Road measures is appalling. Safety was sacrificed under stupidity. It has made matters worse for all users whether car or bike and increasing dangers from ill thought out scheme

I live on Hailes Gardens and turning from Hailes Gardens onto Lanark Road is now much easier - probably not an intended result of the changes but a positive unintended consequence.

When walking trying to cross the road where spaces for people have been implemented is very stressful/dangerous. I've also tried cycling in the new cycle lanes on Lanark Rd and Inglis Green Rd, but it's impossible on my road bike due to being forced to ride in the gutter, extremely rough damaged surfaces and drain covers, not to mention the lanes merging back in to fast moving vehicle lanes.

Lanark road is now a dangerous chicane for motorists who have to concentrate on road markings instead of traffic and pedestrians. A death trap

Parking and drop off of kids to SDDHQ is MUCH harder and more dangerous now.

I cycle daily to work and have found the new changes difficult to manage. the design has meant that all road users are affected by poor visibility, narrow lanes and no safe areas to stop when crossing busy roads. The cycle lanes in particular make it difficult to turn right as you have to maneuver around the bollards then stop for cars in narrow lanes and then turn right - it is really difficult to do this safely in peak commuting hours when I cycle. The junction at kingsnowe golf course is particularly challenging as cars have limited visibility when turning left coming down lanark road and often are unable to fully see cyclists. Cyclists who are cycling past the junction have to be mindful of traffic as cars have to nose out come onto lanark road to turn right and therefore there is limited space if a car is travelling down the road parallel to the cyclist on the right hand side.

The roads are dangerous and poor layout. Even more bikes all over the place. The water of leith walkway, is more like Tour de France!

Lanark road and slate Ford are much more congested. Far too much inconvenience and no cyclists using the lanes

I'm familiar with the roads and they are difficult to navigate. The road markings are confusing and the floating parking is just ridiculous - and dangerous to unfamiliar road users, in dark conditions, at busy times, etc.

Water of Leith has parts closed off meaning having to walk the longer route round or changing my normal walk

Redhall grove is terrible at school time 20-30 taxis coming in at pick up and drop off time with no way of getting out the street during these times

Many cyclists don't use the dedicated cycle lanes

Union canal path is often very busy with cyclists

Canal is very busy with bikes

Total farcical the measures put in. These are unnecessary and uncalled for. There has been NO increase in foot fall OR cycling in this area due to the pandemic. Oh and my family have lived in the area for 52 years so i'm not just guessing

More traffic jams on the roads . On the canal & Water of Leith paths = great to see more walkers but far too many inconsiderate cyclists eg cycling at speed, not using bells

I feel the changes have in general impacted negatively on people use. I believe these changes are a waste of money causing negative and dangerous impact. I cannot understand how such plans were passed by the roads specification and standards department. But the views of people who use and live there are never taken into consideration.

An accident waiting to happen - if it's not happened already.

It's hard to drive or get a parking. Prone to accidents with the way it's setup

Water of leith and union canal paths have become much busier with cyclist who are not using the designated cycle lanes.

You need to sort your speed limit signs. There are areas that 30 miles an hour and 20 mins at the same section it's very confusing

Speed of traffic on Longstone Road makes getting in and out of my drive extremely dangerous

I regularly cycle on roads in Edinburgh, and less frequently drive in Edinburgh, and do not like the new 'bollarded' cycle lanes. I do not feel safe cycling in them. The roads are much worse to drive on and to cycle now due to the Spaces for People road closures, one way streets, extended pavements and 'bollarded' cycle lanes. Trying to go anywhere in Edinburgh now takes much longer than prior to SfP.

Roads more difficult to cross and dangerous to enter and exit driveway

Everything is much busier because of added congestion on all roads and walkways due to making lanes for a handful of cyclists..

These measures don't make sense and they are dangerous in ill thought through for all road users safety. These measures will end in serious injury for pedestrians, cyclist and car users. No consideration did children or elderly getting in and out of cars or residents his need to reverse into driveways. It's a total distasteful and waste of our money.

Traffic has been appalling on Ingle Green and Longstone, mostly because if anyone pulls over etc then cars are all backed up. The queues at Sainsbury's are worse too

Dropping off child for activity has become much more dangerous

There is a dance school & two take away's opposite which has a unreal amount of delivery drivers in and out on Longstone Road. Now you're unable to safely park on the dance school side you have little option to park and safely pick up and drop my child off. The parking is ridiculous by the delivery drivers and very dangerous. It's clearly fine in the day time but guess what the dance school operates a similar time as the take aways. You haven't thought this through at all.

I live in Juniper Green on Lanark Road and the traffic congestion is much worse at peak times and even outwith peak times. This is caused by tailbacks due to the new 30 mph and road narrowing due to cars parked in middle of road and cycle lanes. Ridiculous scheme.

Always bad traffic around Sainsburys

The canal towpath had been busier since lockdown in the city and I have seen group rides on this which should not be permitted. The bottom half of Lanark Road from Gillespie crossroad is strewn with debris much like Lanark Road from Juniper Green to Balerno. The parking on Longstone Road should be returned to the original way. The bollards make it worse for traffic as I've found when driving, cycling or taking the bus. There wasn't a problem with these roads at all. Plus these measures are unsightly. Edinburgh deserves better

The roads have been more dangerous for drivers and pedestrians since the implementation of the bike lanes with the parking spaces alongside. Dropping my daughter to dancing on Longstone Road is now dangerous as we park in the parking bays and need to navigate the bike lanes - people are using them as extra pavement space too

The bollards are a disgrace and an accident waiting to happen.

Causing huge parking pressure for local businesses and the bollards are just an accident waiting to happen.

There was no need for these changes and I think it has made the roads more dangerous.

Lanark Road, in particular, is confusing and feels much more dangerous. The layouts are inconsistent, unpredictable and not well sign posted. Whether driving, cycling or walking I'm not clear where to go or where to look.

I am a disabled driver and feel this should be noted as a specific user rather than just a car user. I cannot walk far hence why I do not use walkways. I am unable to use support to assist me to use walkways.

The paths are blocked in various places, some for many months. It is a priority for people to have these fixed by the council as so heavily used.

Lack of investment re bridges means people forced into limited paths running into each other often.

Water of Leith paths very restricted due to bridge closures

Lanark Road has become somewhat harder due to 'slalom' nature of road layout now, creating additional hazards that weren't there previously. Inglis Green Road/Longstone Road is much harder due to this also - compounded by very restricted road width, increased congestion and limited on-street parking availability.

The lanes weave in and out cars appear in the middle of the road bollards are impossible to notice when driving behind a bus or van . I feel less safe driving my car out of fear of hitting a bollard or even worse oncoming traffic

The car parking in the middle of the roads is too Dangerous . And is impacting businesses in Inglis green and Lanark road . If you want bike lanes and these bollards on the roads which most cyclists never use it's crazy and dangerous . The canal path is far safer which most cyclists myself included use , why would you want to climb Everest on the Lanark Road . It Doesn't make sense and unfortunately is going to cause more accidents .

Inglis green road is an absolute abomination. Especially as there are two dancing schools on this road with one not being able to use their own car park due to internal restrictions. Traffic is shocking on this road before these incredibly stupid additions. Foot traffic on this road does not justify the mess that has been created.

The traffic is at a standstill along Slateford Road and up to Inglis Green Road coming out of town an emergency vehicle had to come onto The oncoming traffic to go up Lanark Road.

Biggest issues on roads are the centre line of road being moved causing issues, floating parking bays a danger - they block lines of sight and, where they are outside the nursery this causes issues getting children in and out safely across active cycle lane OR not enough parking spaces allocated so drop off now means an additional long walk with toddler and belongings, across a busy road with no official crossing. Lanark Road Nursery now temporary relocated - I am concerned the impact of SFP will not be able to be suitably assessed.

The canal and the riverside walk are still very busy with bikes especially at weekends, which makes walking the dog difficult at times as he has been hit twice on the canal by speeding cyclists while on the lead.

More cyclists using water of Leith and canal routes instead of the cycle lanes making it difficult to distance and don't hear them coming up behind

We have stopped accessing the Water of Leith and the Canal path in this area

No less cyclists on water of leith paths with cycle lanes in place and only two using the lanes, the remainder and in the motor vehicle lanes and slowing traffic even further and causing more congestion

Long waits on Longstone Road, particularly when buses change drivers. Dangerous turning right from Kingsknowe Road South onto Lanark Road due to tighter corners, increased traffic and reduced visibility

Roads much more difficult to cross and drive along

For those routes which you have used, do you feel safer or less safe as a result of the changes? If the changes made you feel safer or less safe, please explain why:

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Too many objects and swerving needed now

Sometimes, if I park in the spaces in the middle of the road, I have found that I have just stepped onto the cycleway without looking. This is a mistake I know, but for older people like myself this is counter intuitive. I forgot because for 50 years I have always just stepped over the pavement edge to reach my car. Someone will be hit soon. The warning for cyclist to slow down for Kingsknowe Park is useless, as they can't read it and most are travelling too fast (30MPH) to see it. I have had several near misses whilst trying to cross to the park with my dog. Unsurprisingly, uphill is not a problem!!

All margin for error has been removed from the road making collisions more likely. Artificial and unnecessary chicanes have been needlessly introduced introducing more danger for no benefit given the cycle lanes are not used. Emergency services are held up as room to move out of their way has been taken away, again increasing risk to all road users, pavement users, residents and workers.

I walk using elbow crutches and my husband has Parkinsons I have a blue badge. New layout create dangerous obstacles when walking and driving and trying to cross road.

Less width of carriageway leaves no space for maneuvering away from items in the road. The parking spaces between the cycle lane and the carriageway make it like a slalom and very difficult to see past parked cars to the road ahead. Buses are too wide for the carriageway now, especially when manoeuvring in and out of bus stops or if they have to go around parked cars in the new bays.

New parking lanes obscure view of oncoming traffic - much of which travels too fast to jump out the way of. often left standing in middle of the road while attempting to cross.

Frightened that speeding cyclists and motorists wont slow down to enable me to safely exit my car when parked on a floating space and this has been escalated since the crash that put a van through a wall

Narrowing of road width unnecessary, installation of bollards with base blocks that are a clear hazard to cyclists and pedestrians. Position of parking areas relative to the running lane and cycle lane

Rather than just stay in the middle of your lane you're parallel to the kerb, then moving to avoid floating parked vehicles, then you're back to parallel with the kerb then oncoming vehicles are doing similar coming towards you, the distance between passing vehicles has been reduced to the bare minimum meaning oncoming vehicles are very close with little margin for error, thereby increasing the risk of a head on collision.

Unpredictability of other road users. Chicane effect. No room to get out of cars onto single lane. Fallen over cycle bollards. More cyclists on the pavements

Cycle lane surface quality is poorest part of the road, so less safe using rather than cycling on the road with traffic. Floating parking spaces cause confusion and are dangerous to pedestrians, cyclists, motorists and wheelchair/scooter users!

Walking on the canal path I don't hear the bikes behind me and they are travelling at speed. Driving next to bollards the roads are too narrow in places and the bike signs in the middle of the carriageway are confusing - I'm so busy looking down at the road I am not taking in all my surroundings

When driving the road space is much narrower, I don't like how close vehicles on the other side of the road are. There are often tail backs as there is no room to manoeuvre if for example a car in front is making a right turn. The cycle lanes are wide in some places but quite narrow on others and they're often full of debris. Floating parking spaces appear ill thought out further narrowing roads and perhaps there should be some notification to drivers that these exist! Lastly the general state of the roads are hazardous. Potholes hastily filled in which at best will last a few weeks, the roads are a patchwork of disintegrating repair jobs which damage cars and put cyclists at risk.

Crossing Lanark Road when alighting from the bus has become very dangerous as there is no clear view of traffic because of the floating parking bays.

More likely to injure someone or be injured depending on mode of transport

The new segregated cycle lanes are very good. Just need to get them resurfaced and cleaned regularly

Lanes are much narrower

Takes much more concentration to navigate many of these new layouts.

on foot there are tripping hazards plus too close to traffic. by car roads too narrow and build up of traffic also fear of hitting bollard things

I wouldn't come down Lanark Road on a bike now, the bike path varies in width and the road surface is very rough, there's no where to swerve if you need to avoid hazards and going downhill it feels too dangerous to me.

New road layouts are badly planned, unclear, confusing and in some cases more dangerous and lead to traffic delays

See previous comments on chicane effect applied to this road

Can't filter in traffic now on my motorbike. (no room to do it's safely) Car has less room and swerves are too sharp on the Lanark road, traffic has slowed causing more pollution for a like for like journey to previous years and now takes approximately 3 minutes longer.

The potholes in the cycle lane cause cyclists to use the car path for sheer safety. There is no wiggle room, nowhere to pull in for emergency vehicles and nowhere to park. This scheme is discriminatory to elderly, disabled, people with young children, businesses and

tourists. I'm not sure how someone who doesn't drive here regularly is supposed to know what they are looking at. The parking in the road on Longstone Road is a joke. There is normally a few cars behind the parked cars thinking they are in a queue of traffic. Not working.

The roads are narrower because of the posts that have been erected. They are not always easy to see and are rather dangerous.

Roads too narrow in places due to the erection of dangerous posts which are not clearly visible for oncoming traffic.

There are more obstacles on the road that you have to weave in and out of. I had a disabled mother who was a wheelchair. Parking away from the pavement not helpful and losing the height to help get her in and out of cars. Not all parking has access to a dropped pavement having to lift people up in a wheelchair onto the pavement now. Back injuries. Made disabled people more disabled

Road layout on Lanark road is harder to manoeuvre along in a car than before with visual perception of cars driving at you. Cars are cutting across central road markings as they weave through the sfp changes.

Crossing roads has become a greater challenge, unloading shopping and children from cars in floating spaces with cars and bikes either side of you feels dangerous and have had some close calls with collisions with cyclists.

Your "traffic calming measures" have only exacerbated the problem of traffic flow in these areas!

Much more dangerous getting in and out driveway and when walking more dangerous crossing the Lanark Road I have lived here 44 years and never had any danger up until spaces for people

Too cluttered, harder to navigate, sign and road marking overload whilst avoiding obstacles and hazard perception and raises anxiety

Cars in floating spaces are hit by cars on the main road, Lanark Road feels like a level of Mario Kart as you're driving about all over the place, don't feel safe as a cyclist when going straight on or turning right at a junction as you are forced into the left hand lane by the bollards, crossing the road feels more dangerous as you step out between the floating cars, the new cycle lanes are completely filthy and almost unusable already as they are yet to be swept but covered in tree branches, rubbish/litter, and small stones - forcing cyclists onto the main part of the road which has been narrowed to accommodate all this.

Roads are tighter, turns are tighter, people still drive too fast. Too amny near misses and silly over taking by inconsiderate people

less need to worry about surprise traffic, more time to check.

Getting in and out of my car parked on a floating lane is SO dangerous. Crossing the road is so dangerous

Road too narrow, too many distractions and cars chicaning round floating parking bays and bollards.

The road markings and barriers have turned the roads into chicane-style tracks. Very off-putting for drivers trying to negotiate these roads.

No particular change when walking on off-road routes (eg Water of Leith walkway or Union Canal). When driving however, more conscious of the narrowing of lanes and more stop-start / queueing of traffic where there wasn't previously queues (especially Lanark Road). As previously mentioned the floating parking bays are causing concern with margins for error (on part of driving vehicles and drivers/passengers exiting from vehicles in these bays). Reduction in speed limit is fine, but aware of drivers that do speed (in some cases now and prior to the scheme, considerably faster than the limit).

Cars are still speeding along Longstone Road and it's terrifying seeing these cars parked in the road ! Every day I see cars stopped waiting to move only to find they are in a parking zone! Emergency services do not stand a chance when it's busy,

Veering in and out of bollards. With traffic crossing line towards me frequently

Many users of these roads are unsure about the traffic management changes and reduced road space makes it more hazardous.

I feel less safe crossing the Lanark Rd. My visibility has been drastically reduced, especially at its junction with Kingsknowe Drive.

The road layouts are more of a danger. Traffic has to move in an unconventional way and the bollards at the side of the cycle lane are a danger. Having cars parked in the middle of the old lanes is also a danger. The general layout of all the roads you've changed in Edinburgh is crazy and it's dangerous having the poles and concrete block on the roads

The new layout makes it difficult to cross safely where the cars are parked between cycle path and road. Also concerned with the number of vehicles taking up both sides of the road on certain areas where the road space has been reduced

Road markings and layouts are confusing and causing drivers not to realise what lane they should be in particularly the lane that is marked with a cycle but apparently is not a cycle lane at slateford

The changes are confusing and have led to more conflict between buses and cars and the spaces are not used enough to be justified

Driving is no longer a smooth route. I feel like I'm driving on a slalom course and have use part of my concentration to avoid the bollards.

The space between oncoming cars, buses is dangerous.

Crossing the road on foot or in a wheelchair between insane floating bays and a cycle lane is dangerous when cyclists fly downhill and reduced visibility. Cycling is MORE dangerous with car doors and passengers having to cross from floating bays. The growing number of cyclist injuries due to colliding with the Orca bollards cannot be ignored. Motorbikes, cars and vans now have to negotiate unexpected chicane road layouts crossing back and forth into what was formerly the middle of the carriageway. There was a major accident this week on Lanark Road as a result. The reduction of 4 lanes to 2 on Lanark Road caused a delay of several HOURS when the M8 was blocked due to accident. This gridlock would not have happened with 4 lanes intact and as a result motorbikes were using the cycle lane which is dangerous. As a bus passenger - crossing a cycle lane to board is dangerous. Reverse these changes

Road safety

Lanark Road is now like a track out of mario kart. Vehicles weaving in and out and parked in what feels like the the middle of the road.

As above opening doors into traffic, no space to safely park right to kerb creating extra space. Unnecessary proximity to other road users. Especially when considering the amount of bicycles this has been in put in place for. Increase risk from RTA.

just feel not enough room for cars or buses also when cycling not enough room

Complete stupidity 2 large vehicles struggle to pass, people walking in front of bikes, bike lanes cannot be safely gritted, emergency services cannot pass due to traffic having nowhere to go, you are costing people their lives

The road markings now force motorists onto the wrong side of the road at places and this is down right dangerous.

when i cycle trouble is cycle path is not continuous, so i keep having to switch into traffic and out again.

Single lane weaves all over the place and cars parked in middle of road a real hazard

Lanark Road,for example, has been changed from a big wide with plenty of space to a road where there is constant weaving in and out of bollards, oncoming traffic is also weaving in and out. Last week a cyclist flew down Lanark Road right down the middle of the road ignoring the designated cycle lane. Total disregard for any other road user.

Cars parked in middle of road, having to constantly weave across the road. Also some cyclists use pavement even when cycle lane is present, so why have a cycle lane.

Driving on left, then being forced into the middle of the road, then back again into the left. Traffic is so much busier as roundabouts have only one lane. Floating car spaces. It's ridiculous.

Ridiculous changes, nobody I know likes what has happened and it feels less safe all round across all modes of transport.

Cars parked in the middle of the road so drivers get out into the traffic lane passengers open their doors into oncoming cyclists. The cycle lane is full of potholes now painted over!!

Cycling lanes are dangerous with the kerb stones, bollards, drains and potholes making falling likelier and to cause more injuries. Driving a car through a set of chicanes is unnerving and there feels a potential to have a head on crash on Lanark Road. On foot, I had to cross Lanark Road last week through a set of parked cars onto the roadway and felt very exposed trying to cross.

no room for car, bikes and buses

The road has become much narrower and it causes traffic jams.

Walking I still get cycles at speed on canal and on streets reduced width makes all road users more irritated Bus the floating bus stop have had some near misses as you have to go on the road/cycle to get on Car and bike the orca bollards are unsafe and an accident hazard

Measures encourage traffic to slow and keep it more remote for both cyclists and pedestrians

Narrowness of the roads for all users. Floating parking spaces means people entering and exiting their vehicles into bike and car lanes. Bollards in places.

The roads are far too tight and now not fit for purpose, a bus/cycle lane would have been better especially on the Lanark road and during rush hour.. Too many obstacles!

Worse traffic and cyclists on pavement

I have observed that the dedicated spaces for cyclists with bollards gave them a false sense of confidence (and safety) as they now perceive they always have the right of way. I have had two near collisions with cyclists when they were overtaking me from the left side while I was turning to a street on my left. Of course I looked before turning, but spotting a small bicycle without any lights on and going fast is difficult. The Council should do an educational piece to inform cyclist that overtaking on the left is very dangerous and with the Police Scotland they should be reminding cyclists that they must be clearly visible when cycling at night. Another issue is that so many cyclists who deliver food do not have sufficient attention as they always look at their phones. Another issue I have encountered was in regards to the dedicated space for parking that has been moved from the pavement to the middle of the road. On Slateford Road (near Appin Terrace), I was driving and two cars parked in the middle of the road as they are now allowed. I was driving 20mph and the emergency braking system kick off as the car sensed that I was about to hit the car that was parking in front of me. I was lucky that I was not hit by the car behind me as my car started braking automatically.

You need to pull into oncoming traffic outside the bus station to get round the bus stop. Also from another perspective how do emergency services vehicles get through / park. The cones don't flow well visually so it's confusing if not used to it - bright block painted cycle lanes are probably more visually effective as they guide the eye

More space on foot but more constricted by car

Road users unsure of what to do in some situations- makes driving hazardous while cyclists still speed on the footpath

Specifically to Lanark Rd, going into town, road zig zags in and out, move out to pass cars parked down middle of road on left hand side of you and then there's a traffic island on right hand side of you so you need to move in again and back out after it as the cars are parked in middle of road again. Need to give way to cyclists to turn left into Kingsknowe Rd North. Heading out of town you now have the new bus lane up to Gillespie Crossroads, traffic build up was bad before in evenings now it's worse. And when incident on bypass, chaos! You're also closer to buses and lorries coming towards you. Fire brigade had issues when attending the fire at the nursery at Kingsknowe. This is a main road in and out of Edinburgh, it's now more like the long and winding road!!! Put it back to the way it was.

The roads are narrow increasing risk of accident. Floating parking spaces are terrifying to drive past and then a pedestrian tries to cross road by popping out of them and there is no where to go.

The narrowing of the road on Longstone Road is a accident waiting to happen

Driving is less safe as I now need to negotiate an obstacle course that feels like salomong round floating parking bays and manoeuvring through cycle lanes that often make no sense (Longstone Road is nightmare). However, none of the changes have improved anything re cycling or walking.

More traffic and erratic drivers. Potholes in the cycle lanes means weaving in and out of the bike lanes anyway or causing injury

Pedestrians don't look on Lanark Rd, cyclists don't care on canal and WoL

road has been narrowed for vehicles

Space for cars too narrow. Greater risk of collisions with bollards, cars on other side of road.

Less safe due to so many potential hazards with parked cars looking like they are stationary in queues, narrow lanes making it difficult to pass parked cars

Os not save anymore for anybody walking, cycling or driving on the roads due to the bollards

Less car space plus lots of congestion when turning right. Also when opening car doors as either you exit on to main road or cycle lane!

For all the cycling spaces cyclists still cycling on pavements for done reason!!

More congestion. Road less straight. Bollards are dangerous. Some cyclists are not using the cycle lanes preferring instead footpaths or the road!

There is no room the floating parking bays I don't no how many times I've seen someone pull up behind them thinking it was a traffic que then suddenly pull out or people parking a just opening their car door obviously to the cars coming down road !!!!

Have to take children to nursery and now open the car on to a busy main road with no space and the other side take a baby seat out and nearly got hit with cyclist

Angles of parking bays need to be less steep. Driving round them is like a slalom course. Don't mind them being there and road layout is fine in general but they come upon you too suddenly and the road narrows or diverts abruptly. This is a bit dangerous

Driving is no longer safe on these routes. Pulling out of the drive is dangerous. Getting the baby out the car when we're parked outside is dangerous.

Visibility is much less when coming out of junctions and when I've had to park and get children out of the car I feel unsafe getting out into the middle of the only lane of traffic and then can either get my children out into the car lane or a cycle lane....I just don't think either way is safe...there is not enough room to safely get small children out of the car.

Passing parked cars on the left on a bicycle is a constant worry as to whether someone is going to open a door into you. If you dare to not use the cycle lane you are liable to have a car up behind you on the horn. Turning right from Lanark Road into e.g. Hailes Park is not great as you have to look behind for traffic while looking ahead to not hit a bollard, moving out of the cycle lane into a position in which you can turn right is tricky.

The bike lanes are a very important step and very welcome. My main issue is that they are full of potholes and often covered in debris/glass making them dangerous.

harder to cross the road Lanark road dangerous floating car parking spaces and pedestrians have to cross a cycle lane unsafe as cyclists go very fast down the hill on Lanark road .much harder to drive as can see when coming out of the side roads for floating car parking spaces block your view of vehicles coming up Lanark Road if these measure stay a pedestrian crossing is needed

I don't think the Council's "improvements" are real improvements

Emergency services can't get past

I feel less safe driving on Lanark Rd because I am tail gated, cars suddenly stop to turn off and I have no where to move to, parked cars suddenly open doors into my path, cyclists go in & out of cycle lane .

Driving on Lanark Road has become extremely hazardous and parking there one of the scariest thing I have ever done. It's impossible to open a door safely when parked in the middle of a busy road.

The road lanes are narrower and fast-moving traffic passes each other very closely on opposite sides of the road now. Cars parked in the parking bays have to open the driver door into the narrow busy lanes and passengers need to open their doors into bike lanes. Dangerous. Lorries & buses & some 4x4s struggle to fit into the road lanes in places. Ambulances have less room to get past traffic due to the bollards in the cycle lanes - cars can't pull in to let them past.

The road layouts now need more swerving to avoid bollards and traffic islands. Cycle lanes seem to just stop meaning cyclists suddenly being right beside/in front of you. Bikes painted on the road!! We know cyclists use the roads - this just adds confusion for everyone

Can see accidents waiting to happen with cars parked between cycle lanes and road users lane.

Most cyclists do not use the spaces created still opting to use what is left of less actual road space thus forcing drivers to still give them plenty of space and the poor road conditions create a further hazard for all users.

You don't know what will come out quickly from the side or whether a car door will open up, how to get out of the way of problems such as speeding vehicles and whether you will clear the very tight obstacles in the way when turning in and out of roads

It is harder to get out of my car safely.

Whilst trying to avoid the numerous potholes, we also have to navigate floating parking spaces & bollards

Lanes are narrow, large vehicles can't stay in their lane. Parked cars protrude into the lane. Visibility poor sir to position of parked cars. Incoming traffic cutting corners in new lanes and moving into opposite lane.

I feel the changes to the road have forced more bikes onto the canal/water of leith paths which have not received any treatment to make them safer. E.g if they were paved and better lighting they would be much safer for bikes and walkers. The main roads are much more dangerous with floating parking bays meaning exiting vehicles into traffic. The chicanes caused by the new restrictions have made the road a lot less safe for cars and pinch points where cars can't get past busses (e.g outside the bus depot)

By bike it's horrible. Feel penned in by bollards with little room for manoeuvre. On foot crossing is much harder due to the number of obstacles/bollards/ bases. By car much less room and harder to see pedestrians and much closer to oncoming traffic

As per the whole city, these changes are causing congestion, increasing pollution and are a hazard to everyone's safety.

I try not to use Lanark road anymore I go through colington

The obstructions make it very much less safe, particularly the floating parking spaces.

Narrow road with floating parking is very distracting along with the bollards make traveling uncomfortable and feel close to an accident every trip

Road layout and ridiculous parking is an accident waiting to happen as a person driving a car but also as a person trying to park, get out and get to destination once parked.

The layout is badly thought out. Bollards too near junctions. Bus stops have been ignored in the planning. Disabled people are disadvantaged in favour of cyclists. Whoever has done this has only been looking at maps not paying any attention to bus stops or places where disabled people are likely to go.

Very rarely use bus due to disability

Lanes veer in and out. Ok if you know the road but for people from other areas it must be very difficult

Add a cyclist I will always feel safer in a segregated lane. As a car driver, I feel safer when cyclists are segregated lanes.

Getting out of car with these bollards is terrible

There is less space for everyone whether walking, cycling or driving. Traffic get worse which cause less places to cross roads, this causes frustration

Many roads have become too narrow for safe travel and the measures have increased the risk of accidents for pedestrians and road users alike.

Lanark road narrowed significantly but road instead of straight swerves right/left. At times almost into oncoming traffic! Car parking much closer to moving traffic feels unsafe to pass and to get out your vehicle once parked. Changed 2 lanes to single lane and now yesterday a huge tail back from Gillespie crossroads to ASDA at chesser. Im hearing it was further than that. Shocking amount of pollution.

Less safe because of risk of accidents. Cars parked in middle of road, doors opening into cycle lane on the passenger driver side. Passengers don't tend to check mirror before opening door

Less safe as road layout confusing!

I worry terribly about catching my handlebars on the posts that divide the main carriageway with the cycle lane.

I find that the cycle lane behind parked cars makes it harder for cars turning up side streets to see if there is a bike coming. I have noticed this both driving and cycling.

Reduced visibility when walking and cycling, lanes too narrow to take and evasive action when cycling or driving

Harder to get out parked car as very close to traffic now on Inglis green road. Poles obstruct exit from vehicle

Accident waiting to happen now!!!

The narrowed lanes make it difficult for any road user to go past safely.

You never know who is going to pull out. Poor layout to exit main road to side street and end up close to other cars meeting in the middle of the road and having to stop to allow bikes on the inside and cars ramming up the back. Cycle speeds and lack of manners and awareness on the water of leith is crazy

Roads too narrow now with restrictions. Have to weave in and out avoiding cycle lane/bollards and parked vehicle sitting out in middle of road. Trying to park is difficult, no room to manoeuvre with bollards and busy line of traffic, also a hazard trying to exit vehicle

on road side and cycle lane, a hazard when exiting vehicle with young child/elderly passenger

The cycle lanes are unsafe, pedestrians now have no respect for the cycle lanes and just step out and with the barriers in place, there is nowhere to go. When driving the road markings and people parking in the middle of the road is an accident waiting to happen.

Less safe. Parking spaces with cycle lane on left and cars on right. How do I get my 1 year old out of the car safely

Harder for drivers to get onto main roads with reduced visibility. Also not easy to safely get out of car as safely in floating parking. As a pedestrian, crossing roads more difficult with more street furniture (bollards). Most of these roads, being main arteries into and out of town, are severely affected if there are crashes or delays on the bypass and Calder Road are affected badly with congestion and SFP make it worse. As a bus traveller, journeys are affected in the same way as normal traffic lanes have been narrowed or cut, so that no longer makes it a preferable option

I feel bikes are forced into dangerous situations especially with cars turning off main roads

Constantly keeping watch for doors being opened by parked cars in the middle of the road. Also the route weaves in and out all the time where previously it was a lot straighter.

I feel the chance of accident is so much greater now.

When driving, particularly along Lanark Road, what used to be a straight and wide road is now like a slalom course. It is not intuitive and the new curves/bends in the road feel unsafe as a result. Bikes don't stick to the bike lane (pot holes, maybe?) and swerve into the road which is now unexpected and more dangerous. It feels very narrow.

Less safe by car as there is so much weaving in and out and the floating parking is not great driving along then come across a random car parked in the road. Road looks a mess.

Funnelling traffic, floating car spaces much more dangerous to pedestrians and to cyclists

When you cross the road with floating car parking spaces it's difficult to see traffic and you have to stand in a cycle lane. Also if you park in the new parking spaces it's difficult to get to the pavement you exit car and you are standing in the middle of the road. With mobility problems it's stressful to get to the pavement

The weaving all over the road to stay in your lane is ridiculous. Twice I have witnessed an oncoming car on the wrong side of the road!

Outside the bus garage on Ingils Green Road a crash is bound to happen when the bus is at the bus stop. It's terrifying being in a car heading towards the roundabout when cars come round a bus into your lane.

Roads are more difficult to navigate traffic moves slower making road crossing difficult. Cycle lanes are a hazard to pedestrians

Bollards and floating parking spaces make it hard to navigate. Dangerous when crossing the road and pulling out the junction.

Cycle lanes often full of leaves and general hazards during winter months especially. I'm a lorry driver and deliver to houses. I can't always get parked safely. It's also extremely dangerous trying to pass cyclists who don't use the cycle lanes.

Driving feels less safe due to the road layout swerving in and out, particularly at night. Parked cars in the marked bays reduce visibility of the road ahead. Canal path feels unsafe due to speed of cyclists who appear to behave as though they always have the right of way and I have experienced aggression from some because of this.

I hate weaving around to follow the line with the road in the car and worry about car doors being opened into the traffic. I don't feel there is adequate space to park at points and feel access for deliveries and emergency services has been negatively impacted. On foot I was absolutely fine before. In fact I find crossing the road harder harder with the parked cars obscuring my view further up the road.

No place for emergency vehicle to overtake

The very occasional cyclist is now using the pavement instead of the road and the roads are now too narrow, more like chicanes instead of the straight roads they used to and more blind spots where you can't see safely.

Traffic jams - frustration of drivers resulting in some making irresponsible manoeuvres. Walking along canal - irresponsible cyclists going too fast, not using bells Driving along roads where there are bollards now = sometimes the road narrows and I have to drive more on the other side of the white line of the road . Worrying as some oncoming traffic don't seem to take cognisance of this & don't slow down

I feel fears and concerns of users of cars, busses and pedestrians have been ignored, for a "look at us" gain.

With poles erected at the middle of the road it's turning out to be so difficult to use the roadside. The parking in the middle of the road is quite unsafe

Longstone Road is a death trap winding in and out cars parked in middle of road

You sometimes have to pass floating parking spaces on the wrong side of the road as lanes are too narrow.

Less space for vehicles to move around in meaning they are often having to squeeze through tight spaces, cross onto the opposite side of a carriage way to turn a corner, visibility is reduced by floating parking bays making it difficult to cross the road or turn out of openings, constant changes to road layout makes it very confusing to drive along e.g. width of bike lanes, where cars are to travel, constantly feel like I'm weaving all over the road, no one is monitoring parking so people are parking on chevrons due to lack of available parking spaces.

New bollards and road layout are awful, cars parked in the middle of the road as they're meant to, but a silly idea.

Too many obstacles and distractions, total chaos

The concrete bases and plastic are oppressive when cycling. the cycle lanes and roads are full of potholes making the dangerous for all road users. I've witnessed elderly people tripping Oliver the base. SfP has not been thought through properly

As above, speed of traffic

Majority of (the few that there are) cyclists not using cycle lanes as they can't pass slower cyclists. So they are using traffic lane which is greatly reduced and buses when stopped are causing traffic to take unsafe chances to pass. Also seen pedestrians on road as cars pulled in to openings to drop off passengers. Young children crossing road as now few parking

spaces on the required side of road. It's all a disaster and only a matter of time before deaths occur

Not a simple straight road - narrow road cannot fit safe floating parking.

I travel on Lanark road by car and have experienced drivers now tailgating at close proximity, car doors being opened onto the road, feeling anxious when driving next to the bollards, panic when not able to move aside for emergency vehicles and generally a feeling of concern when navigating the new road which now weaves all over the place.

Cycle defenders are a trip hazard and floating parking creates blind spots

Can not see on coming vehicle when coming onto longstone road from scotmid. Due to the car parking. Accident waiting to happen on longstone road where bus changes drivers. Need to be looked at.

I have no parking near my house so I have to cross Lanark road to get to my car at least 4 times a day. My 12 year old has nowhere to safely cross the road. I come home late at night, have to park ages away & walk in the dark to my house. I was almost knocked down by a speeding cyclist. The cars have to open their doors onto a narrow road or a cycle lane. When an ambulance needed to pass me, I had nowhere to pull over out of its way. Lanark road is so twisty due to the changing cycle lanes. That it's only a matter of time before someone is hurt. Ridiculous way to organise a commuter road.

Crazy getting in my and out of cars safely

I find the road harder to navigate and very conscious of the parked cars in the middle of the road and doors opening especially outside the nurseries. When larger vehicles are coming towards you at the golf club chicane it's quite dangerous

Trying to get child out of my car on a narrowed street on one side and a cycle lane on the other has made it far more streams dangerous. This will effect activities for children in this area because parents will stop bringing their children's as it's getting too dangerous

At Longstone the markings are hugely confusing and for pedestrians crossing seem like an accident waiting to happen. If anything cars and buses seem to be driving faster through the section. Parked cars with cyclists on the inside make getting out of a vehicle hazardous for children on the inside. Really worrying

The problem is I can't let other cyclists who are faster than me pass safely and they have to leave the cycle lane if they wish to pass. The end of the cycle lane at sainsburys is very dangerous if a car is parked there and another car can't see you when entering the main part of the road. They need to return it to the way it was. Far better. They've ruined the existing cycle lanes which I found beneficial

Because it's an accident waiting to happen

For dropping a child to attend a dance class the ability to legally park is very restricted, resulting in my child being less safe.

The system is confusing for both cars and bikes. Bike Lanes seem to just end without warning and cars are parked in the middle of the road to accommodate bikes.

more dangerous

The changes are less safe because they are unconventional and make me wonder whether I have right of way as they are more complicated to negotiate than previously. Also - I spend

more time looking at or for road signs than concentrating on the road - more signs do not make roads safer - it just means the brain has to process more information.

There are cars in the middle of the road and posts and cones where you don't expect them to be. We have to zigzag on the road. The road is much narrower and traffic is much slower causing traffic jams. Really stupid planning.

Bike lanes helped tremendously and reduced speed limit for cars

There is too much street clutter, and the cycle lanes are dangerous with bollards restricting room to manoeuvre. Cycling was much easier before SfP

The changes have created more opportunities for pedestrian and car conflict. There is now a pavement then a cycle lane then parking then moving traffic. Cars now have to weave all over the place. How does a disabled passenger get from the parked car to the pavement? Without being hit by a cyclist?

Never know when cycle lanes will start or finish. Lanes are of various widths and full of pot holes, grit and debris. When walking I don't know where to expect cars or bikes. When driving, roads are like mazes with unexpected twists and turns and sudden obstacles.

The build up of traffic has increased out with the peak times which causes more congestion and a build up of stress worries about being stuck and unable to move when in the traffic from emergency services or my breakdown.

Less safe. Too many unsafe possibilities and blind spots. Hanging parking spaces should be removed, before someone gets killed.

Unclear road markings, immovable bollards hemming people in and making it impossible to pull in to let emergency vehicles past. Very stressful.

Manoeuvring has become dangerous. The road space is much narrower. Right turns from the bike lane are very difficult. The speed has increased due to the speed cameras being turned off.

Because I have mobility problems it is more or less impossible for me to find a parking space

Nowhere to pull in for emergencies

As a cyclist this has endangered me considerably. It was perfectly fine for the near twenty years I've been riding these roads. Now I am stopping cycling because of the mess it is now.

No bus lane due to new car parking

Due to increased congestion, restricted road widths and lack of on-street parking driving through these areas has become much less safe - especially when trying to use the 'floating' bays with young children and a buggy. Similarly, as a pedestrian I find myself having to navigate confusing road layouts which, after adding congestion, creates higher risks for children crossing these routes.

Everybody can see why getting in to and out of cars parked in the middle of the road should need no explanation . And still have LRT busses changing shifts and leaving there bus at the Longstone garage right beside the middle of the street cars parked

Trying to get out of a parking space on Inglis green road is incredibly dangerous at various different times of the day.

When crossing the road it is not a direct route there are numerous parts to manoeuvre and standing on the islands now you feel cars are coming towards you at points.

On foot, there are now more obstacles to navigate. In car - road layout does not comply with highway code (cycle lanes cut into road or bike marking in the middle of road) makes it very unpredictable and road do not run straight. Centre line often moves and weaves in and out. We describe Lanark Road in our house as 'Wacky Races'

On foot it is harder to cross the road as traffic tails back further and longer. By car I fear being hit when waiting to turn right across the road and find it more difficult to see oncoming traffic due to floating parking.

Lanes smaller, cars weaving in and out around parked cars with crazy lanes all over the place. Buses do not have room to weave in and out to follow the new crazy lanes which puts them over central line into oncoming traffic in very narrow lanes. Can't see to pull out around cars now parked in middle of road.

The bollards at the rail bridge make this a pinch point with little room between passing busses or heavy lorries.

The new road layout is confusing and this presents a higher chance of an accident occurring

I am concerned that the bollards and road designs are dangerous and create blind spots. Whether as a driver on foot or by bike they increase the possibility of accidents. They are the worst implementation I have witnessed in the 50 years I have lived in this city. And to add to that they are an eyesore.

Not enough room on Inglis green road when busy, especially if someone was to get out of car without checking for traffic or bikes or if disabled space and floating paces are used

The road layout is confusing, complicated and restricted, and together with "floating" parking spaces (cars parked where not expected, and opening doors directly into the carriageway) is inherently dangerous. My partner is disabled and we will no longer park here due to having to cross cycle lanes to reach the kerb/pavement.

Bikes darting through motor vehicle lanes, buses pulling across cycle lanes and nowhere to pull over emergency to vehicles to pass when traffic bust

Having to remove my child from my car into a cycle lane, often without a clear line of sight, is ridiculous - there were no issues with this road previously; in fact I would say it was one of the safer roads in Edinburgh. Now it's an absolute nightmare and feels like I'm doing a hazard perception test trying to navigate it!

Dangerous overtaking on Longstone Road, particularly when buses change drivers. Dangerous turning right from Kingsknowe Road South onto Lanark Road due to tighter corners, increased traffic and reduced visibility

Less safe because: Cars weaving in and out owing to the crazy layout of the road. Bikes speeding downhill Bikes do not always ride in the cycle lanes especially downhill. Floating parking bays blocking exit view from driveway Lack of safe crossing areas. No kerbside access for people with mobility issues. Nearest spaces for a disabled person can often be across a busy road. I watch people struggling to cross the road every day, they now have 4 lanes of traffic to manoeuvre and no safe crossing spaces. It is especially difficult when people also have children and a pushchair or dogs on leads to guide across a busy road. Less safe for parents taking children out of their cars, with traffic on one side and bikes on the other side of the car .

Driving and walking more dangerous

Which of these changes do you consider make the road safer or less safe? Please add any further comments you have here:

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Floating parking spaces are dangerous for pedestrians trying to access their vehicles. The rubber bollards are ugly and too easy to clip with handlebars when cycling. I see many cyclists not using the designated lanes.

All margin for error has been removed by the bollards, we are not robots and can't operate with the precision of a computer program, some safety margin is required for motor vehicles. The cycle lanes as currently installed are strewn with rubbish, have sunken drains, potholes surfaces and trap cyclists with no way to avoid these obstacles. They are awful and a danger to ALL. News coverage has sad stories of cyclists already injured by contact with bollards, bases and inadequate road surface quality. The cycle lanes stop and start without warning, some look like cycle lanes but are actually for pedestrians. They are inconsistent, badly designed and badly implemented. The white hatching at junctions seems to suggest that vehicles should turn at 90 degrees only - with a 4 wheel vehicle it's almost impossible to avoid an element of driving over the hatches area?

Reducing the speed limit while removing the speed cameras was a pretty dumb move. If anything, traffic has speeded up.

New 30 speed limit generally ignored still vehicles doing over 40 on regular basis.

I have friends who cycle and have reported the cycle lane being blocked by temporary signage, leaving nowhere to go as they are bollarded from the road. The reduced speed limit extended zone may cause frustration and road rage. The signage for the new speed limits is also non compliant with the highway code in places - the painted limits on the carriageway and the roundels are not there

The needs of ALL road users need taking into account. There are many slower or disabled people who so not use wheelchairs!

The schemes, and the elements they contain, are detrimental to road safety

Bus lane at Gillespie crossroads pointless, causes more tailbacks. Floating parking spaces are ridiculous and dangerous for all involved

Paint doesn't stop people driving on the pavement. I feel much safer with the bollards making it harder for people to drive on the pavement

I believe the safety of all road users is being compromised. Also of concern is the mounting number of road closures, I believe that around schools this might increase pupil safety, but many road closures are not near schools, therefore traffic load and congestion occurs in nearby roads and this impacts on pedestrian safety due to environmental pollution.

I cant believe one iota of common sense has been applied.

The narrowing of lanes does not prevent taxis and commercial vehicles etc parking temporarily causing obstructions. This then causes tailbacks and risky overtaking. It's a shambles at peak times.

I was more aware of cyclists while driving on the roads prior to the new cycle lanes. Now, as a driver, I have become more used to seeing them that when it comes to the narrowing of the cycle lane and the road, I don't even think about looking to see if a cyclist is approaching therefore I am more concerned about colliding with one.

Less safe for cars as if they are turning right, can no longer pass on the inside so traffic backs up. As a cyclist I fear hitting the concrete slabs on downhill sections if you need to swerve. I expect the floating car spaces are both inconvenient and less safe for those who use them as other traffic cannot pass easily while they are parking or pulling out.

Changes are confusing, take no account of private or commercial parking needs

Very few drivers are staying in their lanes through the chicanes causing cars in the posited direction to take evasive actions

The only good thing is the double yellow lines at junctions, but need extended to increase viewpoint out of Dovecot grove. (too many parked cars now, creating a single track road and people parking over driveway and junction at Redhall bank road to Dovecot grove. Parking would be better on the housing side only.

Feels like you are fulfilling an agenda other than safety. Such an embarrassment. Poor Edinburgh.

Most people ignore the 20mph speed limit and get annoyed if you stick to this speed. This causes stress and people take risks, driving too close or trying to overtake. It might be better if the speed limit throughout Edinburgh were 25mph. It would be less confusing and more likely to be accepted by most drivers. Currently, only about 10 per cent of drivers seem to stick to the 20mph limit.

What is the point in narrowing a road to create traffic congestion! It's a ridiculous.

As discussed above obstacles are Creating confusion. Cameras slowed speed down. Now drivers are now more likely not to adhere to speed limits regardless of the obstacles. Bollards suddenly come to an end for cyclists, then they are back on the pavement or in the middle of the road. Bollards are trip hazards for the elderly.

Floating parked cars cause startle effect as you approach and trying to work out quickly if car is blocking the road or not. Distracts from safe driving even at lower speed.

I don't know who authorised all of these idiotic schemes, but they need to answer to the public

The reduction of lanes means more road congestion caused by longer lines of traffic when any traffic problems like accidents or road works

I have had negative experiences with the addition of bollards whether it's kids running across the road between them, no space for emergency vehicles to pass and hgv and wider vehicles have no space

Causing congestion build up with fumes more than flowing traffic, with dirt build up and debris on the roads and no repairs done to roads just more painted lines. The Highway Code was out in 1931 and has been updated with legislation over the years as studies continue and is the best reference to studies done to reaction times that spaces for people deliberately have removed by narrowing of the roads and the other changes above

The road markings and barriers have turned the roads into chicane-style tracks. Very off-putting for drivers trying to negotiate these roads. Particularly when there are very few or no cyclists using them.

Speed limit reduction and double yellow lines at junctions are welcome. The other measures actually (to me anyway) seem to introduce more safety issues. Narrowing of lanes, floating parking bays in particular are of concern to me, with margins of error all but gone, 'chicane' style carriageways replacing safer straight routes, inconsistent provision (eg Bus Lane at Gillespie Crossroads - what is the protocol for cyclists and generally what is the effect when a 'safety provision (eg dedicated cycle lane) suddenly ends at a narrow or busy or concentrated area of road/junction.

There are now increased hazards on all these affected routes making driving feel less safe on many levels.

Remove the planter boxes from other roads as well

I like the cycle lanes. I drive and cyclethe new 30mph on the lanark road is great . The parking bays work IMO . The whole design seems to be a really great use of a shared space. Everything is catered for from safe cycling to slower driving

Narrower roads will impede progress of emergency vehicles. No room for traffic to move aside.

Waste of money. The road would be safer if the potholes were repaired properly.

See previous comments and look to the number of accidents that have been caused by the bollards. Driver frustration will no doubt begin to play a part as it is a well known cause of accidents.

White Hachings making road even more narrow

All these paint lines have added to confusion of driver.

Bollards make the road ugly and parked cars in middle of road very dangerous

speed limit at 20 people think they can get across road quicker but not the case also narrowing roads do not give enough room fir cars and weaving in and out of traffic crossings and floating spaces are a joke

Again complete stupidity, rear that back, narrowing of roads... buses and trucks are now struggling!

Rubber lane defenders a hazard and prevent vehicles taking evasive action in event of sudden danger/ potential collision. Floating car parking a nightmare Hatching at Spylaw Bank Road pointless and unnecessary

Generally speaking I feel that recent road changes are confusing and are not making our roads less safe because of this.this.

Narrowing of road is definitely a bad choice. Besides the safety concerns, it will lead to more wear and tear of the road surface.

Planters will impact on emergency service access

Scary driving facing oncoming cars in Lanark road

Its not the width reduction on Lanark road that is the problem so much as the "slalom" effect of the markings.

very dangerous at Gillespie crossroads

If the aim is for cycling improvements then the numbers have only increased due to the number of food couriers. Canal and water of Leith still main methods used. Speed cameras anecdotal evidence is they can't be set to less than 30mph Speed limit reduction just slows down already frustrated road users as road width is less

It's good to have segregation from traffic, but the ends are abrupt and merging back into traffic doesnt feel safe. Also see previous comments re parking in the cycle lanes and exits from cycle lanes. Where there are floating car parking, and vans / 4x4s parked in end spots, it's hard to see traffic / be seen by traffic.

All these measures were intended as temporary were they not? so this survey is nonsense.

I think that the changes overall make the road more dangerous I feel everything has been made smaller and tighter which leaves less response time to think

Things have got much more dangerous with the spaces for people schemes

Speed limit not adhered to by most cars/ vans

I worry about access for emergency vehicles at busy times.

Access for crossing road is much more limited for safe areas to do so due to floating spaces. Bike lanes increase risk when getting in and out of cars, watched a family struggle to unload young kids the other day. Bollards make road narrow and feel unsafe. They are a trip hazard too. Plus they are unsightly

Finding driving now very stressful and unsafe in certain areas with these new restrictions

Accidents waiting to happen either by cyclists or vehicles!!

Floating parking spaces are ridiculous. Car Passengers disperse into path of cars or a cyclist. Wheelchair users disembark into traffic or bikes!

Speed limit changes only work if they're enforced

The big planter in the middle of the junction opposite Currie primary is also an absolute nightmare.

The segregated cycle lane is not set up for cyclists turning right from Lanark Road into a side street, risk of hitting a bollard while checking behind for traffic. Less time to move across to a position in which you can turn right. The floating parking spaces seem to me to be an accident waiting to happen. Cyclists should be on the right hand side of parked cars where they can give a full car doors width of space to avoid being hit by a door. They also mean that in bad weather snow can't be cleared from the cycle lane rendering it pointless. The reduction in speed limit is a welcome change, but I would have liked to see the speed camera remain in operation to enforce this limit. I see plenty of cars which don't seem to be adhering to the speed limit. The hatchings on Hailes Gardens and Spylaw Park make crossing the road with small children easier.

I appreciate why drivers may dislike the cycle lanes but they are a key step in the right direction and doesn't really impact the flow of traffic overall.

unsafe as when an emergency vehicle comes behind you you can't pull in to cycle lane for bollards to let it pass. people with mobility difficulties not accounted for how can you park in floating car parking space and open your car door fully to exit car as driver you are then in middle of the road as a passenger the car door hits bollards

The planters are a danger as they are an unmarked obstacle in the road. The cycle lanes are a danger as they are a potholed and debris filled mess.

Bollards are trip hazard, harder to cross road as have less time to view a gap in traffic, decommissioned speed cameras mean people can speed when no traffic, emergency services can't get past traffic safely.

Lanark road, with no speed cameras has give drivers, in particular those of large vehicles free reign, I have noticed a huge change to their speed and I'm concerned there will be an accident. Without bollards the road was easier for emergency vehicles to use and not have to swerve to avoid traffic islands as there was always plenty of space for cars to move out of the way

These planters are pointless and expensive.

The planters cause all sorts of problems with legal access for vehicles needing to go about their lawful business and home owners accessing their homes, and pushing vehicles away causes congestion and frustration on roads that have been narrowed as well.

The whole scheme is flawed and has made it difficult to drive around the area in a safe secure manner. It used to be so easy to get around but not any more. If it ain't broken, don't fix it!

The idea behind segregated cycle lanes is the right one, however what ECC have implemented are awful. They are much less safe than before for everyone and they have not properly thought them through. The reduction in speed limit but removal of speed cameras is completely baffling - nobody is enforcing these new speeds. The roads were safe as they were at 30/40 and the restrictions have just made them more dangerous.

Planters are an issue for people new to the area.....not illuminated at night. Can cause an accident. It's a massive obstruction on the road for first responders trying to gain access

Chaos

I've cycled on Lanark road both before and after the changes and feel much safer after the changes.

Floating parking spaces a danger

The planters, especially at Redhall Grove restrict the way for two way traffic onto Redhall Road. A one way system would be better considering there are 2 schools there, one being a special needs school with lots of children being dropped off and picked by taxis and minibuses, which mount the pavement when pedestrians are walking on them. This is an accident waiting to happen

No Planter should be used as a traffic control measure. Of those that have been used in the area, safety is of prime importance, especially close to schools. We have already had cars mounting pavements to avoid planters, and very nearly mowing down children in the process. Please get rid of the planters. They are a hazard.

The bollards are a particular safety hazard as young children like to play on them when crossing the road, putting them in danger from road traffic and cyclists.

The new bus lane at the top of lanark road - pointless! It services ONE bus service and it about 30m long! Most traffic using this road uses the left lane here! Waste paint!

I do not understand why this is not been made a one way system. The installation of the planter has made it more dangerous for pedestrians and caused chaos for local residents with vehicles using effectively a one way road both ways!

The reduction in speed limit has been a welcome long overdue change. An additional pedestrian crossing midway on lanark road would help to improve safety.

Double yellow lines on side street not long enough cars parked too close to junction. Parking in main road insufficient for housing and local amenities. Parking in my side is non existent, thank Austrian! Not fair on local residents!

Floating spaces are terrible and the road is much bendier due to artificial markings. Money should have been used to sort the road surfaces

I don't have school age children but have heard that this has not been a success by residents, pedestrians and drivers

I consider the parking areas on Lanark Rd extremely dangerous. Try parking there with a couple of young kids in your car. Drivers side opens directly onto oncoming traffic and passenger side doors open directly onto cycle lane thereby endangering the lives of both cyclists and car passengers.

Driving on Lanark road you are weaving in and out like an obstacle course.before it was a free flowing road speed reduction has not had an impact as not monitored.for number of cyclists changes can't be justified and cyclists seem to use road or pavements

The changes are silly and dangerous causing more congestion and giving pedestrians the idea they can now walk on road everywhere

I have no objection to making roads safer around schools. I do however think that a 'planter' is not a suitable way to do this, particularly since it is difficult to see at night.

Although Redhall drive is awful for children crossing with all cars dropping off

As usual I will provide comments that will be ignored along with everyone else that has commented negatively because that's what I have learned to expect .

Narrowing of roads are making them very unsafe in my opinion. Decommissioning of speed cameras will make no difference at all as the build of traffic on the narrowing roads means you are driving slowly anyway.

Sort out the speed limit signs

People still have to take kids to school then get to work. These restrictions are causing more traffics jams so now we're driving longer routes stuck in streets as the vehicles are backed up. Whoever designed this is clearly not a driver

Total chaos and totally dangerous to ALL road users

Please do away with SfP

The floating spaces are bad enough but they cause the road to weave now and there have already been changes to a section on Lanark road due to the angle cars were having to quickly change to pass to the spaces. The road used to be straight and now as a result of

both cycle lanes and floating spaces it weaves all the way down. Having no cameras means traffic still travels at 40 and cars regularly tailgate at close proximity

No change putting planters in place at red hall grove. Needs patrolled for the children.

The road markings are a joke. Also if you'd thought about it you'd realise that a bus stops for long periods of time coming from the depot towards the KS dance studio so you have to wait until the traffic goes down which can take ages!

The narrowing at Islands for vehicles can make it worse when the cyclist already has the width required. Needless misuse of existing lanes. Planters not needed. Return speed cameras and back to 30mph or 40mph where applicable. Drivers don't go out to hit cyclists and cyclists don't want hit

The road markings are all over the place, people who don't know the road and travelling at night makes it difficult to drive in, and I've said before it's accident waiting to happen

It is the removal of legal parking facilities that make the whole road less safe.

Double yellow lines away from junctions create new problems - where can you, your visitors, the GP, the carer park?

A lot of these measures are confusing, inconvenient, unnecessary and unhelpful.

Redhall grove has become more dangerous due to peak times as traffic increases parking over driveways and in streets around area. I try and avoid using my car at peak times but find it difficult using the road most days now. The traffic lights at Sainsbury's when using them have increased near misses due to no filter going into Sainsbury's which mean traffic can only go in when lights are at red . When lights are green from Redhall park side you have to be extra careful as vehicles still go threw there red lights. This was always the case but it has increased due to traffic lane changes.

Overall the changes do the opposite of what the council says they are for. I would always prefer to cycle on the canal path, or WoL path.

Floating car parking spaces are dangerous

Narrow roads leaves no ability to pull over for emergency vehicles Visibility reduced with cars parked in middle of road

When cyclists use their designated lane say they are travelling west on Lanark Road and if they want to turn right, they have to leave their designated lane, wait for a break in vehicle traffic to enable them to cross to the centre of the road before signalling to turn right.

People who are asking these questions don't drive about Edinburgh it is causing more congestion with card tailed back all over the town , how does that help

Just makes people angry. There has also been zero thought for those (like me) that rely on their car for mobility reasons.

The length of the Bus Lane at Gillespie Crossroads makes no difference for the speed of the buses. The planters are an accident waiting to happen having them at junctions.

Concerns re emergency vehicles and access (for example Lanark Road Nursery) and planters have no reflectors, warning to layout change and feel 'dumped' without any thought

keep traffic moving steadily via this route. remove cycle lane clutter and invest in a new cycle rout that is separate to the main arteria routes.

Planters at schools can promote rat runs and cars mounting pavements to get past. It's an awful idea. You will not change behaviour this way. Alternative solutions in getting children to school should be considered. Also the decommissioning of the speed camera is also a terrible idea. If you want to control speed and I am in favour of that put in average speed cameras along the Lanark / slateford roads but for goodness sake make it 25 mph. 20 is too dangerous as cyclists are faster!

Planters not lit or have any reflective signs so in the dark very hazardous

The slalom run of Lanark road is dangerous for cars and people parking

Cycle lane bollards and base are a trip hazard for elderly and people with sight impairments.

Decommissioning speed cameras not helpful

Since the introduction of the schemes, have you been involved in or have you witnessed any incidents on the affected routes? If you wish, please provide details (e.g. location and nature of the incident):

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Myself on Lanark Road city bound, with speeding cyclists. Also speeding and anti social cyclists on the canal bank.

Saturday May 29th, a van parked under the footbridge at the junction of Redhall Bank Road/Lanark Road (immediately after one of the former speed cameras) was hit by another vehicle, moving it about 20m and through the wall to the canal bank. Car came to a stop another 30m on. Both vehicles were pretty much written off.

Coming out of a junction onto Lanark Road and almost hit a stationary car in a floating bay.

On several occasions while crossing road, e.g. Moat Lane to Lidl: also Redhall Walled Garden to city-bound bus stop

The situation for cyclists is that they have dedicated space for some distance then they have to join with other road users. There's no clear indication as to whether the cyclists joining the main carriageway have priority or whether they should give way to vehicles already on the carriageway and should wait until an appropriate space allows them to join safely (although the marking seem to appear to indicate that users of the dedicated cycle lane have to give way when attempting to join the main carriageway but it's confusing and ambiguous). The cycle lanes also just appear to 'stop', an example being westbound and just passed the traffic lights at Sainsbury's there's a cycle lane that just stops because of the disabled parking space. Crazy, just crazy.

Lanark road floating parking- death trap

At the floating parking at inclusive Green road

tripped over bollards more than once especially during the snow fall

Twice seen pedestrians nearly hit by cyclists, one each on pavement and canal path

2 near misses as described previously

My daughter tripped on a bollard base when crossing the road. I have had cars pull out on me due to the increased blind spots from floating car parking.

Runner running into the cycle path without checking for cyclist, rules ambiguous. Also cyclists using the roads due to potholes and debris in cycle lane

Cyclist going through red lights. Cyclist with no lights on when dark

I've had near misses myself. When coming out of Kingsknowe road south, I can see traffic coming from the left because of the floating car parking spaces. I have to sit in the middle of oncoming traffic which is extremely dangerous either way. I have a young family and my daughter get very scared!

Slateford road often has bumps. There are very few pedestrian lights and the width of the road and all the obstacles makes it harder for pedestrians to cross safely. Traffic is closer to the supposed "safe" islands

Vehicles turning left across these idiotic "cycle lanes" have to be very careful that no cyclists or pedestrians have been obscured by parked cars; someone is going to get killed due to the councils stupidity.

When we were crossing the road opposite our house we were almost knocked down due to cars parked in the floating car park areas causing a blind spot this has never happened to us in the past 44 years living here

2 instances of cyclists reaching end of cycle lane and moving into main traffic nearly causing accident. Have seen 1 car and 1 van nearly collide with car in floating bay. Neither appeared to be speeding but had to turn quite severely.

2 incidences of cars being hit in floating parking bays.

There are rarely any cyclists in the lanes! A neighbour tripped on the cycling bollard, and broke her ribs.

Lane narrowing on Inglis Green Road, close to the bus depot, forces traffic into each others paths.

Traffic 'cutting in' to the inside lane at slateford to turn left up craiglockhart ave. this is because many drivers think it's a cycle lane but then have to cut in in front of other drivers when they realise they need to change lanes to turn left.

The risk is greatly reduced now which is great

Cyclists are bizarrely still cycling on the pavement on Lanark Road & Slateford Road. My girlfriend had her foot run over by a Deliveroo cyclist on Slateford Road near the Asda. I almost got hit by a cyclist crossing the cycle lane between floating bay and the pavement on Lanark road. Another time 3 children were cycling on the pavement quickly down hill on Lanark Road and shocked us as we were walking and they passed quickly from behind us. We have all seen the accident involving the car and van on Lanark road this week. Additionally, the increased amount of parking on Dovecot Grove has made this effectively a single-track lane with no pavement and is now dangerous to walk, cycle and drive, particularly when someone is exiting onto Lanark Road and someone is trying to turn in - this blocks Lanark Road and with the reduction of 4 lanes to 2, there are now unexpected halts to traffic flow as people turn into side streets.

The narrowing of the road and parked cars effectively in the road make it difficult to travel safely now.

Inglis green rd, on coming traffic to close with all the weaving in and out to follow the new lanes. These bollards are a Nuisance

They walk without consideration

A reason for not witnessing any near misses or accidents since this implementation, is because i and the vast majority of the community have been in lockdown and work a life restrictions have meant we haven't fully utilised the new measures.

I witnessed an ambulance with sirens and lights on struggling to get through traffic on Lanark road as cars on both sides of the road could not pull in to let them pass.

Lanark Rd floating parking spaces. Car door opening into roadway.

Pedestrians walking into cycle lane without looking, causing cyclist to swerve through bollards into main traffic lane. This is a very difficult manoeuvre, given close spacing of bollards and bases. The cycle lanes offer little room to make any evasive manoeuvres and confine cyclists to the area of the road where the potholes are worst and a majority of road debris collects.

On multiple occasions traffic travelling up Lanark Road not observing 30mph speed limit then has to brake suddenly for people turning right into eg Kingsknowe Drive. The amount of horns being honked impatiently has massively increased and tyres screeching as drivers are aggrieved that floating parking spaces mean they can no longer safely pass a vehicle waiting to turn right and therefore have to wait behind it. Re cyclists: I have witnessed a near miss where the cyclist was speeding up going down Lanark Road in their cycle lane and undertook a car at the junction of Kingsknowe Drive. The car was indicating left and had been safely ahead of the cyclist. The cyclist did not pay due attention and as a result put themselves and the car driver at risk.

Cyclist shot out from between the rubber bollards to get past a slower moving bike & into the path of a car

As a pedestrian who does not drive have been more afraid of cyclists on pavements and be very complacent and cocky in front of buses I've travelled on

Cyclist colliding with billiards on George 1V Bridge

Nearly hit by a cyclist as took a child out the car at Lanark road

car had divers mirror clipped off when in floating car parking spaces as road not wide enough on Lanark road when a wide vehicle passes

Cyclists not using lanes resulting in people trying to get past, someone walking out into traffic as the can't see the on coming traffic.

Large van parked in floating parking bay in Lanark road opening door into path of oncoming vehicle travelling at speed whilst vehicle was coming up on other side of the road. Car swerved partially into other lane to avoid van door, car in other lane had to drive into floating car space on their side of the road to avoid the swerving car. (Floating bay fortunately empty at the time to allow this).

I have seen on multiple occasions now near misses by people passing the buses at Longstone depot (heading towards Sainsbury's). The drivers swap here so cars have to pass, as if they sit behind the bus they could be there for 10+ minutes. The new floating parking bays on the opposite side of the road mean there is now not enough room for cars to pass the buses without crossing into the oncoming traffics lane. Many times I've seen cars try to overtake the bus and head directly towards oncoming traffic. This is because the lane is open slightly to get past the bus but closes before reaching the front of the bus.

On Lanark Rs when the football is on, there is much less parking. Parents and kids have to park further away. I witnessed a near miss involving kids crossing the road, and a near miss with a cyclist and a car door pass Agee side as a kid got out the car

A cyclist pulled out in front of me that I almost hit on slateford road (under the bridge) causing me to panic and almost hit a bollard. I witness a women trip and fall over a bollard

People opening doors from cars on Lanark Road and stepping into a narrow lane of traffic with blocked views from floating parking... children crossing to the park appear from between cars , due to the narrow road someone is going to die.

As previous comment taxis, minibuses, cars mounting pavements due to lack of space in Redhall Grove. Near head on collisions on Inglis Green Road with cars trying to follow guide white lines which don't give enough space. Car's unfamiliar with Lanark Road almost going into cars in the floating car parking spaces

Lanark Road. Worse now than ever. Even opening your car door to step out is a major consideration.

Cyclist moved out cycle lane without signalling/warning and cycled along the road instead of the cycle lane - no idea why?

Since the introduction of the new changes on a weekly basis I have personally been involved in near misses. These include high rise lorry inadvertently opening their passenger door as I have cycled past. Needing to manoeuvre around an obstacle in the cycle lane on Lanark Road and being nearly hit by a car as it drives past me - the lane was so narrow that the driver had no space to move as an oncoming vehicle was approaching. Parking in the floating bay and nearly being hit by a cyclist as they cycled past me as I was trying to safely get my children out of the car.

Cyclist not using designated lane and vehicles using white hatched areas on longstone roundabout to create 2lanes as before

Opposite Longstone Avenue during the couple of days that floating parking bays were introduced, then withdrawn. A couple of close shaves with cars trying to join main Longstone Road

Lanark Road - cyclist not using cycle lane

Door getting open and nearly hitting a cyclist. Older people struggling to get young children in car due to floating parking areas with bike coming up one side and cars and buses at the other.

Cyclist not using designated lane due to surface of road being unsafe

When crossing cycle lane to get to pavement cyclists came top speed down hill and knocked me down .when turning right out of Kingsknowe park you can't see for floating car parking spaces and sit in cycle lane and road near miss with cyclists

Cyclist swerved out of bike lane in front of me without looking. Near miss.

Since the changes i won't go out unless i really have to as it so unsafe. I also have to look after an elderly parent and just going round the corner is a nightmare!

On the canal path. Cyclists going too fast & inconsiderate to pedestrians

Near miss on 2 occasions where passengers leaving car into main road due to being parked on floating space, who named that needs to move jobs!

Turning left from Lanark road into Kingsknowe Road North and having to cross over cycle lane.

Witnessed several due to poor visibility, vehicles unable to pass buses that are stationary waiting for a change of driver, no pedestrian crossings and floating parking bays mean the person is in the middle of the road without any warning/ability to see them coming. People trying to enter and exit cars in floating parking bays.

Tripping over concrete base on long stone toad

Bike going in opposite direction in cycle lane - and group of cyclists going up traffic lane round both sides of a bus (didn't hit it but bikes swerved)

Car came very close to me at chicane outside of golf club and was over the white line due to the deviation of the road here. Also witnessed a young child almost hit by a cyclist in the lane as they went to cross after getting off bus

Loads of near misses. It's so scary!

I was travelling down past Kingsknowe golf course and an ambulance was coming up towards Gillespie Crossroads with blue light on and a bus tried to pull into let ambulance pass and just missed cars parked in road. I was able to pull into a bus stop space otherwise the ambulance would have been totally stuck.

Most of the accidents I have read about are in the een or on fb. There are not enough cyclists to warrant these bollards and changes. Especially in bad weather and winter

The cycle lanes allow for parking in middle of the road, a passenger getting out a car isn't trained to look before they exit. I've seen people opening car doors and nearly hitting passengers and cyclists

I have however witnessed one of the very few cyclists who use the cycle ways on Lanark Road going downhill on the 'uphill' side. Is that permissible as I don't recall any signs indicating the direction of traffic for cyclists? I also understand that cyclists are not governed by speed limits so can exceed the legal speed of a car. That creates a potentially hazardous situation.

Incident 1. In car in hanging parking space longstone rd, trying to get out. Cant see approaching cars from behind due to parked cars behind. Incident 2. Lanark rd. Observed bike swerve out onto main lane as they didn't fancy going inside cars in hanging parking space.

Saw a bike/pedestrian near miss

I now avoid the area because my personal risk assessment says it is extremely unsafe to cycle on and a real mess to drive on. This now impacts my ability to run with my running club on Sundays which I have done for thirty + years. I no longer now enjoy my cycle rides out along the A70 and am searching for bollard free routes to again cycle. This mess is not improving lives. It is totally wrecking them along with physical and mental health.

Inglis Green Road has a high volume of traffic and footfall on a daily basis, with a high density of busy businesses on a small stretch - since the removal of the on street parking and introduction of cycle lanes leading to reduced road widths, I've witnessed numerous near-misses involving vehicles trying to reverse parallel park into floating bays (due to drivers driving too close behind and not able to overtake) and also near misses with adults and children opening vehicle doors into path of traffic and bikes from the floating bays which are dangerously narrow. Removal of kerbside parking appears to be increasing the risk of

'dooring' to cyclists, especially because of the family-orientated businesses that operate in the area of Longstone such as the two dance studios

On the Lanark Road, beside the wall of Kingsknowe Golf Club, a cyclist was lying on the ground in the cycle lane (going east into Edinburgh) their bike beside them while people attended to them. This was around 13.00hrs as I was driving west to Currie. Can't remember the date but it was only a short time after the introduction of the new measures.

Driving in slateford road towards Lanark road I witnessed a car miss a bollard by 2 inches

Coming down redhall gardens turning left in to Inglis green road bollards and floating cars in the middle of the road two bumps and a few near misses

i use the Longstone, Slateford & Lanark routes to get to and from the Gyle and chaser and i have seen people tripping over the bollards. There was one occasion where a van was unloading the and cyclist swerved out and nearly hit a car.

Car and a bus near miss when travelling passed the corner at Longstone garage due to narrowing of road. Traffic backed up just before the disabled space which was being used on Inglis Green Road as lights were red. Ambulance unable to get passed traffic just before Longstone roundabout while trying to get to head on to Calder Road

Kerbside parking has been removed to make it possible to introduce kerbside segregated cycle lanes. (Multiple choice question on access.) If you wish, please provide details:

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It just makes walking and driving more difficult

Mixing cyclists and pedestrians is just downright dangerous.

I have limited walking ability and cannot drive. I therefore gave to use buses - whose reliability has been adversely affected by the changes.

Difficult to answer some of these questions effectively. The pandemic had already fundamentally impacted on my travel patterns. For example I used to regularly use the bus for commuting and general travel but the pandemic put paid to that

The ability to socially distance can't have changed because the footpath widths haven't been increased so these schemes have absolutely no measures contained in them for COVID mitigation, they've merely allowed the Council to push through cycling measures under the auspices and funding of COVID without the need for proper consultation and risk assessments for ALL users of these spaces. If the measures were about creating more space for pedestrians to allow social distancing, then the pinch point on the only footpath on Slateford Rd where it passes under the railway line would have been widened, instead of leaving the gap at about 1 metre and instead installing a cycle lane on the carriageway.

Unable to walk or cycle these distances

Water of leith and union canal are lovely for a walk or cycle but they aren't convenient for going to work or food shopping. I walk or cycle for work and food shopping now

If persons were concerned about social distancing in outdoor spaces they should simply wear a face mask.

I'll use the canal path for the bike as the road surfaces are awful on slateford road.

Is that what motivates them? Make the roads completely unusable so nobody will use them??

This idea that there is a high demand for cycling along Lanark road is flawed. The new cycle routes are empty even in the warm weather. They are creating expensive space for imaginary people whilst causing more risk to actual people. The idea that people will switch mode of transport to a bike is laughable when the route is so well served by the 44 bus route.

The changes have pushed me to use alternative walking routes that are less chaotic for my family

I do as much as I have always done and social distancing can be achieved by sensible non costly means

I try and avoid the Canal now if I can. It's too busy and you can't distance on the path (unlike the Water of Leith path which is wider). A lot of cyclists appear to go along the canal rather than risk the main road.

Regarding social distancing, I'd never encountered a situation where there was insufficient space on existing walkways/pavements to be able to pass other pedestrians so the measures from this perspective seem to have been pointless. I continue to walk/cycle Water of Leith and Union Canal and have not seen any change (up or down) in relation to other walkers / cyclists using these routes.

More likely to use car instead of bus due to increased congestion caused by these lanes

There was never an issue with being able to socially distance on these roads. The council have used this to push their own agenda to reduce the quality of life that comes from freedom of movement and ultimately profit from the population they are meant to serve. The Water of Leith bridges MUST be fixed - this is preventing us from being able to use parts of these paths.

There are hardly any people walking along the pavements here anyway so it's not an area that needs to be socially distanced. Parking distant from the kerb is dangerous for anyone, never mind people with a disability.

don't feel safe on cycle lanes as not enough room

no change as i have ben a keen cyclist all my life

I walk when journey is less than 2 miles, weather permitting.

At my age I no longer cycle and when I did I did not expect special treatment. I also, unlike current cyclists, obeyed the Highway Code!

Unable to walk far

Not all folks can cycle and not all folks want to cycle and some can't afford to! This question assumes that changes push folks towards cycling not good and showing the true nature of this policy.

Do not feel safe at all and cyclists still on pavements

The scheme has not reduced the amount of bikes speeding along the canal footpath or water of leith where I do walk so no change- still an unpleasant experience

Why would I want to avoid using the Water of Leith or canal paths? I don't understand the point of the question.

I would never stop driving my car, I'm not able to walk or cycle due to my disabilities

Try not to use canal path as too many cyclists. No difference since cycle lanes have been introduced.

None of the schemes implemented has really improved anything, if anything they have actually made things worse and have been poorly implemented. When more people start using public transport going back to work the schemes will have a detrimental impact.

I walk the water of Leith and occasionally cycle there too, for leisure. I wouldn't dream of transferring the Lanark Road just because of the cycle lanes. I'll conceive a plan!

The congestion remains on the water of Leith and canal paths. If the scheme was designed to ease this then it's been a monumental failure!

The new cycle lanes are unsafe and I would not comfortably cycle in these, so would rather not use them. This has caused me to use the canal/wol path more. I also don't feel walking along Longstone road any improvement to social distancing.

I don't cycle, walk or take the bus as it is not convenient, doesn't get me to where I need to be for the time I need to be there. The measures have not changed my transport habits and they won't. We have busy lives and tight timescales especially to get the kids to their activities on time all these measures have done is put more pressure on my family life as it takes me longer to get where I need to go by car.

Bus service not very efficient. There must be more bus routes if you want to stop cars from travelling on Edinburgh roads. Not very well thought out.

Cyclists still use the union canal and water of Leith pathways just as much as before. The cycle lanes haven't increased cyclists using these roads

The obstacles on these roads have made it less safe for me and my family to cycle on the road; for this reason we are using the water of Leith and union canal more regularly than before. We do not feel safe cycling on the main road now - this is especially disheartening as my husband and children rediscovered cycling during last Summer.

I think the schemes make the roads more dangerous for all not safer!

Lanark road isn't a road I walk much on as too steep hill prefer Crammond beach or canal path or Harrison park

Bikes now should be off the canal and on the new cycle lane bike do not stop when your walking on the canal

I always use the bus into town and use the car to commute to work. Driving feels less safe for reasons stated above. Walking feels much less safe and crossing the road feels like taking a much, much bigger risk !

I feel the water of Leith path and canal are busier now.

Need to use car due to kids class happening on Longstone road. We need to use car due to distance from home. Parking or walking with kids on this road is very unsafe

Canal path seems to have more cyclists now

Paths have become busier now.

Feel much less safe using these coned off areas. Still don't have enough time to cycle whether there is cycle lanes or not

Unsure which part of these measures is for social distancing!!!! I have witnessed a runner using the bike lane to run down Lanark road (in the same direction as the traffic and wearing headphones) so presumably they were using the new lanes for social distancing!

The water of leith walkway and union canal are unbelievably congested now. I can walk down Lanark road for 1 hour and see 3 bikes on the road. I can walk on water of leith or union canal and have to move to the side every 30 secs to let bikes past. A better use of the funds would have been to spend it on fixing the bridges on the water of leith & widening the canal walkway. No more cyclists use the ridiculous cycle lanes than used the road!

I would normally walk or cycle although I also have a car so it has not altered my choice.

This question is confusing. A kind of double negative 'has it helped you to ... avoid using less'. Why would I want avoid using water of leith or canal paths?

I am unable to walk far and use my car . It has stopped me going out as I cannot park near places I could usually access .

The schemes wouldn't change any of the journeys I make.

I can't walk far

It's by car now every time. Bike thrown into the shed as it's too dangerous now.

Fail to see the need for these measures to be introduced for socially distancing. Regards Lanark Road, there's only a few people who walk it and even less cyclists.

Work in different authority where no other form of transport is possible - no measures will change this.

Canal path is busier and it is difficult to socially distance

Did not really use these places before the pandemic as only moved to the area. afraid to try and use them now as options for parking are limited.

I'd rather walk or cycle the water of leith and or canal than any scheme would ever put on the roads.

I found this question very difficult to answer it - the wording is unclear. We now avoid the Water of Leith and Union Canal paths but I didn't know whether to select "More" or "Less". (eg "Have the schemes... helped you to cycle more less" doesn't make sense to me.)

Many people for physical reasons cannot and will not be able to ride a bike.

(Multiple choice question on advantages and disadvantages of schemes.) If you wish, please provide details:

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Not able to park to collect or deliver large items from/to charity shops

The kerbside cycle lanes have made it difficult to access local businesses as it is difficult to park. Pre-COVID, before the spaces for people schemes were introduced it was much easier to access and support local businesses as parking was more accessible and easier to find closer to the business.

I'm less likely to go there now.

Discriminates against disabled people with very few spaces

Much reduced access

Access to Lanark Road nursery reduced. Has caused tailbacks while parents wait for a space to become free. I even saw one parent abandoned their car on the road to drop off kids as no parking spaces available.

I don't visit the Chinese supermarket or Sainsbury now. It's too stupid!

If you cannot park anywhere on the main roads you are more likely to drive past and most places now are resident permits so there is no parking up side streets either

Changes cause traffic congestion and less parking means drivers use residential streets

No parking at SSD,

Small businesses will fail. There are more cars sitting running engines due to not being able to move around buses etc

Impact of football parents parking along Dovecot Grove is high. Causing conflict between visitors and residents. Probably what the council want to happen as they believe it forces change in mode of transport used.

There is virtually nowhere left in Edinburgh where you can stop for a quick visit to a local shop. Parking is very expensive and hard to find. You will end up "killing" Edinburgh as a commercial centre. If you have ever visited the centre of London in the evening or weekend you will know it is like a ghost town; all because the councils throttled the area so much that it is dead. Glasgow centre is little different.

It has reduced access to reach business and for businesses to reach customers

Chemist, baker at Slateford and

Parking to use local facilities (garage, take-away shop) is more limited now in the Longstone area.

Cars are parking all over residential areas as they drop off kids to dance classes etc. They don't care where they are as long as they park their car!

Very poor

There are only 4 or 5 commercial \ club facilities on the 3 km section Lanark rd. There are plenty of parking spaces

Less spaces for parking to do a quick shop or pick up a takeaway. I worry for local small businesses.

These changes have not only reduced access to businesses and clubs, but massively impacted those who can no longer park in front of their own homes and bring shopping in.

Cannot get to my house safely

Can't park anywhere eg Matthews or Tony's if heading north, having to use side streets or supermarket car parks and then unnecessarily walk.

But takes half as long to travel by car or bus due to 20mph speed restrictions that have been imposed.

You can't get to where you need to be, very restrictive for disabled with blue badges

Less space and reduced access. Bus lanes gone so less likely to stop as now I just head home

Part of the reason the city centre is closing is due to lack of options, choice.... No parking etc. Facilities will close we have already lost a grocer shop and a small centre, more will close.

I wouldn't actually try to stop in area now. Used to access both chip shop and grocers at Inglis Green

Specifically in Longstone Road.

I'm not accessing local businesses anymore, I better drive to Livingstone

Can't park at local shops now so avoid and go to places you can park sad as liked smaller shops

Use Simon Says Dance - less ability to park on the road nearby this studio and visibility to oncoming traffic reduced in these bays when trying to pull back out. If you have a van or 4x4 parked behind your car it's really difficult to see oncoming cars in the narrowed lane when trying to pull out. Also the Simon Says Dance car park has had to be closed to make way for the pedestrians coming into it (per CEC Covid rules) so less parking nearby and therefore greater hazard for children using this facility due to more road crossing to get there.

It is much harder to park and feels less safe in floating parking spaces especially with children. Difficult to find a safe space to park

Much harder to park for the chippy now, and a lot of delivery drivers parking more dangerously making it harder to get past - but they have no choice as it is impacting their job

Much harder to access football for kids and for adults carrying heavy equipment. Harder to also keep an eye on multiple kids crossing

I'm a delivery driver and cannot get access any parking at all. How am I meant to do my job without breaking a rule

Parking a disgrace on Longstone Road for business to operate

I would be amazed if these businesses didn't take the council to court after a pandemic of civil it is now the pandemic of stupid schemes which seem designed to make the city less accessible and kill business.

Total nightmare now for SSD. We also use Charlie's barbers and advanced autos so access is a nightmare for all

SSDHQ much less accessible as less parking. Can be unsafe for kids

Parking when drop off and collect child from SSD now feels unsafe - very hard to find parking safe space - child getting out of car into cycle lane. Puts me off taking her to this class, despite it being a fantastic local business, due to parking restrictions now in place.

It is not safe to park outside nursery

You can't park for small shops now so tend to go to places can park now instead sad

Ginos, Simon says, the butchers

Can't park outside my home no more!! Unsafe when coming home with shopping, children etc.

Dangerous for lorry drivers to try and unload. Also impossible to reverse into certain places where you shouldn't go in forwards, such as the building site at the Western General. I have to reverse out of there onto a busy road which can be dangerous.

Absolutely, the spaces are too dangerous to use. I would be risking life getting out of my car from a floating space, again who named that? So wrong.

Need to use car due to kids class happening on long stone road. We need to use car due to distance from home. Parking or walking with kids on this road is very unsafe

Has resulted in extremely dangerous parking on Longstone Road where there is a bookmakers, 2 take aways, dance studio and social club, all of which are heavily used.

No i dont visit certain businesses as its so difficult to park, I'd rather go to a business i can park outside

Dropping /collecting children from dance classes

I am currently looking into a nursery for my daughter and have ruled out both nurseries on Lanark road purely on the basis of the floating spaces. I don't feel safe firstly having to exit the drivers side and then trying to get my child in and out of a car seat (which takes time and needs the door to be open) into a cycle lane. It's just not safe to have the spaces in the middle, and especially at a nursery or where there a high volume of family users (playing fields)

Cars stopping unsafe areas. Not being able to see correctly when crossing the road.

Now parking at my daughters dance class on Inglis Green Road (Simon Says Dance) is almost impossible and hugely stressful, resulting in us having to cross the busy road with less visibility. My sons football at Dovecot Park is also much more difficult to park at. Such a shame

It's become dangerous for children accessing activities

Yes!! Massive impact on the Dance school. Now so dangerous.

Would just go somewhere else where these new measures haven't been imposed.

It's so dangerous now!

Have to park a fair distance to go to the barbers at Longstone. Used to park on the main road but not in floating accidents thanks

Less easy to park near classes

Some your unable to park close to to help with shopping

This applies also to users of wheelchairs and I understand the emergency services attending a fire at a nursery on Lanark Road had to close the road so that they could get close enough to the fire avoiding the newly introduced cycle lane obstructions. Could that premises have suffered less damage had there been easy access?

My dance studio relies on students being dropped and picked up by parents safely. Parents are now having to park up to a 5-7min walk away from the studio and we can't see where children are heading after class (if they are of age to walk to their parents cars) meaning there is far more risk. How can businesses be expected to survive when there is no adequate parking or access??? Many of our students travel from outside Edinburgh or from areas less local to Longstone therefore a car is essential. On many occasions now there have been buses and lorries parked on the double yellow lines outside as well meaning that everyone passing the studio/hearts club/chip shop etc is having to drive on the opposite side of the road and is causing far more risk and danger Due to the severe lack of parking spaces and accessibility to local business.

No parking for parents if kids a playing football at Kingsknowe ,making them park in side streets , leaving major problems for home owners getting in and out .

I feel the parking away from kerb is dangerous for me to use so I have stopped going places where this is the only provision hence I am stuck in house . It has also become more dangerous for using my driveway due to parked cars and the increase of traffic on my road at Redhall Road and gardens .

Less parking near shops on longstone road. Also it is more dangerous.

Harder to make a short drop off / pick up from businesses by car.

It's disappointing that the Council removed such a high proportion of parking that was previously available outside multiple busy businesses that operate across Longstone Rd, Inglis Green Rd and Lanark Rd. It has become much more difficult to access these businesses unless walking or cycling (which I'm unable to do due to the nature of my visits to these areas) - it seems there's a distinct anti-car agenda with these recent measures

I very rarely park in these areas.

One of our local businesses the chip shop Gino who has been in Longstone for about 25yrs has been hit badly by these unworkable alterations . And is talking about closing one of many I suspect . On the back of Covid now hit by this when allowed to open .

Simon says dance,

Major issues access nursery and it is often making me late for work -seriously considering moving and using another nursery without thsi issue because of impact. Local takeaway I haven't been able to get close to.

constantly see cars parked next to the garage & chinese on longstone road blocking the cycle lane.

It hasn't impacted me specifically but I could see the businesses complaining at this

Reduced parking on Inglis Green Road has caused me to change my daughters dance class (to somewhere further away, causing further congestion - well done ECC!) as we cannot park safely if the limited spaces are taken

Easy access to local business has been taken away, no parking spaces or waiting areas which will kill local businesses

Please add any further comments you have here:

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We only have access to one bus ie no. 44 so no need for bus lane between Gillespie Crossroad and Inglis Green Junction

When it comes to reducing speed limits, I believe that speed cameras should still be in use (or at least not covered) as the new signage has made very little impact on the speed at which people continue to travel down Lanark road.

Bus Lanes - which have always been available to cyclists - should be expanded; and their further development prioritised over segregated cyclelanes. If cyclist don't feel safe on unsegregated sections; they shouldn't be riding on public roads anyway!

Still work to be done to make it better but at least it's a start

None of these measures are necessary

the road markings make no difference to me

Cycle lanes unnecessary when there are bus lanes

Don't mind the bus lanes but it's too close to a busy junction for the one but that uses the route.

Most drivers ignore the 20 mph speed limit. Only about 10 per cent stick to this limit. It tends to annoy drivers behind you when you drive at 20 mph. They then drive too close or try to overtake. 25 mph throughout Edinburgh would probably be more sensible as more people would be likely to stick to that speed limit and it would therefore be safer. If you make people drive too slowly they tend to lose concentration or ignore the speed limit altogether.

Put back the cameras, reduces speeding effectively

Speed limit with cameras re installed as having removed the cameras it is back to a free for all on the Lanark Road not many sticking to 30 mph limit

Biggest problem is cycle lanes painted on broken potholed roads causing cyclists to veer out of them

Roads need to go back as being roads for traffic. People tend to be more engrossed in the phones and crossing roads anywhere nowadays. If they start being more sensible, roadways etc will be better for all rather than having these crazy road layouts/restrictions etc

The measures put in place look terrible and really spoil these roads / areas. It makes these areas look like something from a 'war zone'.

Lanark Road was designed as a 4-lane road as it is a main artery to REMOVE congestion from the city centre. As was evidenced last week with gridlock for 3 hours due to the accident on the M8, this reduction to 2-lanes is not sustainable. This is of particular importance to emergency vehicles that cannot get past and drivers can't pull aside due to bollards (as was clearly seen on North Bridge 2 weeks ago). There are hardly any cyclists on Lanark road due to the canal path being a less hilly option and penalising thousands of car drivers for the sake of a handful of cyclists is insanity.

Segregated bike lanes would be good but the bollards are dangerous. See how other countries do it & learn from them.

They were all supposed to be temporary to aid pandemic social distancing

Floating parking and fixed bollards are dangerous only a fool would park in the middle of a road.

Floating parking spaces by far have to be the worse thing. Then the bollards segregating bike lanes. Ugly, dangerous and allow no flexibility for road users to move out of way of emergency vehicles

Lanark Road as it was originally is a nice wide road that worked better the way it was and the recent measures are an unnecessary waste of tax payers money.

Bus lanes would be an advantage, there were already bus lanes in place at key sections prior to covid these need to be retained, if others can be implemented without negatively impacting on road users including vehicles and cycles then that would be a positive.

Bus lanes do not cause a hazard cycle lanes do -

what is point in speed reduction on Lanark road then speed cameras turned off so basically now although signs say 30 mph nothing to monitor this so you can go at 40mph or faster if able to

The bus lanes were working fine prior to this. Suddenly buses have gone way down the list of priority

The white hatching does not seem to conform to any existing markings and they contradict The Highway Code - e.g a cycle on the road states that is a cycle lane, however they are now being painted in the middle of active lanes. There is a clear contradiction as according to The Highway Code a cycle painted in the middle of a live lane states it is a cycle lane, and you are breaking the law driving in it...

All the measures should be removed and a consultation given to the residents of these areas for an appropriate scheme

Need more parking on Inglis green road

24 hr bus lanes are safe travel for cyclists...

Not clear about the purpose of white hatchings?

Ensure the free flow of buses on Slateford as was before Covid

Speed limit reduced Lanark road hasn't worked as not monitored so basically can go any speed

The bollards and rubber lane defenders are hideous and take up more space ! Perhaps resurfacing the road and making a cycle lane a different colour (as the greenways does) would be better and also improve the road surface. I have seen many cyclists using the main part of the road as the cycle lane next to the pavement is full of potholes.

Don't forget the useless 24hr bus lane on Inglis Green road, that should be removed too.

If the double yellow lines were to actually be enforced 24/7 then they should be kept but they were never enforced pre-pandemic and aren't being enforced now so people are ignoring them and parking where they like making them completely pointless.

Although the speed limit on Longstone Road is now twenty, no-one observes it

The bus lane on Lanark road is utterly pointless as it ends and soon as it starts.

I fail to see the benefit of any of these measures.

The existing bus lanes on these roads are good. Back to the normal way

The council should have repaired the road surfaces but they wasted money on painting roads and cycle lanes.

One of the problems I have is on Lanark Rd at traffic lights at Longstone, the lane on the left heading into the town is for left hand turn only, but smart arses think it's OK, to pass the long queue in the right hand lane (correct lane to go straight on) so they can have a short wait to go straight forward .Nothing has been done to sort this problem.Also the 2 lanes coming out of town, the right hand lane should be right hand turn only ,and the left hand lane for straight up Lanark Rd only , sorry I know this is not what this survey is about ,but this is a matter of time when road rage is going to kick off .

If bollards are not there, the wide Lanark Road needs no bus lane.

There are very little bus lanes in Lanark road The road is big enough for all the traffic and there has been not a lot of accidents on that road The traffic is now squeezed together for bike lanes that next to nobody myself included uses

Definitely remove the floating car park spaces and cycle bollards. its a really bad idea. Edinburgh is not built up like the Netherlands at all.

I say bus lanes on Lanark Road 9nky if its the way it was cos now buses are not in a separate lane where before they only had to be in same lane as cars/bikes if cars were parked

Reduce speed to 30 mph on Lanark Road better crossing areas.

All should be subject to TRO

Please use the box below to comment on any issue affecting your business which you felt was not covered by the earlier questions:

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Reduced Parking availability deters visitors and could gave an adverse affect on funding.

I deliver parcels all over Edinburgh and my day has become longer, more difficult, more fraught, miserable and the customers impatient

Tradesman so all over and some areas we are now having to reconsider

Coach company, due to the complete farce of the roads now its an extra half hour onto pick ups and drop offs, cannot find any drop off areas for tourists or school children with a full size coach

Taxi driver impacted by SfP, unable to drop off or pickup on roads with new segregated cycle lanes...increased congestion and pollution caused by SfP measures..unable to access roads due to planters and closed roads.

Travel to houses and work in frontline and never know where I will be called to and will need equipment out of van for jobs

Please remove soon as possible my business is struggling because of changes on Road parking on Longstone Road

Taxi driver working in all areas affected by poor planning.

Access to and from premises in particular Lanark road . But I work all over the city and the more central you go the worst it gets . I will now refuse to take on any new jobs in Edinburgh City Centre but will continue to maintain my exciting ones at extra cost .

Deputation to City of Edinburgh Council meeting on 24 June 2021 – Item 7.13 Potential Retention of Spaces for People Measures

The New Town and Broughton Community Council notes the decision taken at the Transport and Environment Committee on 17 June 2021 to largely adopt the recommendations contained in the report submitted to the Committee and in particular those contained in Appendix 2 of that report. We have reviewed the recommendations for the routes in our area and have prepared the attached table, which summarizes our position on the retention of these measures. As stated at the Transport and Environment Committee meeting, it is generally not possible to give a simple yes or no answer to the question about whether measures in an area need to be retained or removed. We have provided some rationale for our position but would welcome detailed discussion with Council officers and Councillors on the merits of individual schemes.

We also note the significant emphasis that was given to the ‘market research’ in the decision making process compared to the results of the public consultation. As was conceded by Council officials at the Transport and Environment Committee, we do not accept that the market research provided a representative sample for any valid assessment of the individual schemes. This is particularly true of a number of schemes in our area that had not even been finally designed, let alone implemented at the time that the market research was conducted. It therefore raises important questions about the wider use of this data by the Council in making decisions about which schemes to retain especially when the results of the market research are in conflict with the views of the local communities and the responses to the public consultation. It is critical that any consultation or market research undertaken by the Council is well designed and executed in order that local residents and other stakeholders can retain their faith in this important aspect of local democracy. We urge the Council to ensure that future public consultations fully meet the Council’s new Consultation Policy approved at the Policy and Sustainability Committee meeting on 20 April 2021.

Having already submitted a full set of proposals for Broughton Street to the Spaces for People Team, we strongly support the intent to continue to engage with Living Streets Edinburgh and other groups to explore long-term replacement of Shopping Streets schemes and mitigate any adverse impact of retained schemes on those with mobility or other accessibility issues. We welcome the intent to engage with communities during the ETRO process and trust that Community Councils will be part of that engagement.

New Town and Broughton Community Council

21 June 2021

NTBCC Comments on retention of Spaces for People Schemes in our Area

SCHEME NAME	CEC RECOMMENDS	NTBCC RECOMMENDS	NTBCC RATIONALE
Waverley Bridge	Retain	Retain with Mods	While we can support the closure of this road to most traffic we are concerned at the displacement of buses to Regent Road and St Andrews Square. Neither of these locations is suitable for the number of buses now using them. On Regent Road, the pavement on the north side of this road is already very narrow and the presence of so many buses places unacceptable restrictions on pedestrians. We request that consideration is given to reopening Waverley Bridge to service and tour buses
The Mound	Retain with Mods	Retain with Mods	We agree with the retention of the measures on this route and the restoration of the bus stop but consideration must be given to the interaction of bus users and cyclists
Princes Street East End	Retain with Mods	Retain	We do not agree with the removal of the temporary footpath widening. This area is very congested for pedestrians especially in the area at the top of Waverley Steps. In the longer term any development of the Waverley Market should address the narrow pavements in this area given the high volume of pedestrians
Broughton Street	Remove Most	Remove Most	We agree that the current measures are not resulting in sufficient positive improvement for pedestrians and cyclists and therefore should be removed apart from the pavement widening at Barony Street that should be made permanent. In the longer term we believe that as an important community hub in this part of Edinburgh that there should be improvements which will address the concerns raised by Commonplace mapping in particular concerning pavement widening and reduced traffic speed
Broughton Street Roundabout	Retain with Mods	Retain with Mods	We agree that the modifications be retained but with modifications beyond just changing materials to be more suitable for an urban environment. The temporary measures have increased the space for pedestrians but this is not accessible and the narrowing of the entry lanes has created additional problems for cyclists. Consideration should be given to creating protected cycle lanes on and around the roundabout
Bellevue to Canonmills	Retain	Remove Most	While it is too early to be considering the long term retention of these measures it is already apparent that the changes at Broughton Road and East Claremont Street are having a negative impact overall. At the Broughton Road junction we had sought an increase in pavement space for pedestrians waiting to cross this busy junction. This has not occurred but the introduction of a segregated cycle lane has resulted in the loss of the dedicated left hand turn lane from Canonmills on to Broughton Road. This is already causing additional congestion and adversely impacting on buses using this route both in service but more importantly returning the Annandale Garage at the end of service
A1 - London Road (Hillside)	Retain	Remove Most	We believe that most of the measures in this area should be removed. We have consistently opposed the introduction of a segregated cycle path along this section of London Road as we believe that there are better options to improve cyclist safety especially while the tram works are in progress. We support the continuing restrictions to traffic on Hillside Crescent

LANARK ROAD: City of Edinburgh Council Coalition Leaders: Adam McVey (SNP) & Cammy Day (LAB)

Dear Cammy & Adam,

We write to ask you to reconsider the removal of the #SpacesforPeople (SfP) scheme on Lanark Road. We warmly welcome the Council's plan to retain and improve many SfP schemes. But we fail to understand why Lanark Road cannot proceed with an Experimental Traffic Regulation Order (ETRO), in line with the recommendation of the Council's officers.

The case for Lanark Road is strong! It is in part a dual carriageway, a design that often leads to excessive speed, is largely without bus priority measures and poses challenges for pedestrians. The SfP scheme has successfully calmed traffic, encouraging families and people of all ages to use the route safely and more sustainably. It has been transformative for many – trips to the park, safe cycling, road noise reduction, better access to green spaces – all while having minimal impact on traffic flow. Reverting to a wider carriageway will likely increase traffic speed.

Retaining SfP measures aligns with UK, Scottish and local transport aspirations. The Scottish Government has said it is keen for SfP measures to be made permanent. This echoes similar calls made by the UK Government of Councils in England. Transport Scotland's Strategic Transport Review 2 (STPR2) states *"making these [SfP schemes] permanent (where they are successful) is the next key step in creating a change to the way road space is allocated and supporting active travel"*.

However, there is room for improvement, particularly for pedestrians - enhancing crossing points, better routes to bus stops, larger floating bays, reducing wide junctions, improved accessibility to businesses, surface improvements and improving 30mph compliance. By scrapping the scheme there is no obvious route to make these improvements at all. The opportunity may be lost altogether.

If removed, the alternatives are, at best, unattractive and may pose personal safety risks. Council Officers confirmed at committee last week that surface and lighting improvements on the Water of Leith introduce significant risks to the biodiversity of one of Edinburgh's hidden gems, Craiglockhart and Colinton Dells. What remains is unlit, isolated and often muddy. SfP Lanark Road provides a safe, secure route for daily use encouraging a more diverse range of groups to get active.

Yet, there is an opportunity: there appears to be broad support within your party groups to improve not remove this scheme; Council Officers proposed retaining it; and your market research shows broad support by Edinburgh residents for such schemes.

COVID rates remain high and public transport hesitancy is likely to persist. The Gillespie & Longstone junctions, untouched by this scheme, face further congestion without feasible alternatives. The challenges of recovering from COVID and addressing the unequal effects of inactivity, emissions and climate change demands bold responses and leadership. Please play your part.

The image of spending public funds on removing this scheme and reverting to a wide, fast road, jars with the city's aspirations. It is set against a backdrop of #cleanairday, a commitment to achieve NetZero by 2030, Scotland hosting COP26 and clear policy intentions at all levels of government to encourage walking, wheeling, cycling and public transport. Bold missions require bold and consistent leadership.

As leaders, we ask that you consider whether your proposal on Lanark Road aligns with the positive and inclusive vision that you want for our modern European Capital city.

Yours,

26 organisations & businesses from across Edinburgh – see below

Signatories:

BEST: Better Edinburgh for Sustainable Travel*

Living Streets, Edinburgh

Edinburgh Bus Users Group (EBUG)

SCOREscotland - Strengthening Communities for Race Equality Scotland

Women's Cycle Forum Scotland

EVOC (Edinburgh Voluntary Organisation Council)

Bridge 8 Hub

Cargobike Movement

Farr Out Deliveries

Urban Pioneers

*BEST member organisations (16)

Better Broughton, Bikes for Refugees Scotland, Blackford Safer Routes, Car Free Holyrood Park, Cleaner Greener Corstorphine, Davidson's Main Primary School Bike Bus, Edible Estates, HAGSA, Harts Cyclery, Low Traffic Corstorphine, Newington Safe Routes, Safe Cycling South Edinburgh, Safer Greener Silverknowes, SW20: South West 20 Minute Neighbourhoods, Spokes & Spokes Party



Deputation from Keep Edinburgh Moving to the City of Edinburgh Council, 24 June 2021

Keep Edinburgh Moving (KEM) is an unincorporated voluntary association representing the views of individuals from across Edinburgh.

We are tabling this deputation in order to:

- Bring to the attention of the committee fundamental issues present in the market research survey and presentation of its findings.
- Formally register our strong objection to the proposal that the consultation results be dismissed in favour of the much smaller market research survey.
- Highlight that the dismissal of the outcomes of the public consultation undermines any confidence in the Council's handling of legally statutory consultations associated with ETRO or TRO processes.
- Contrary to claims in the report, bring to the attention of the committee the fact that most comments in the market research survey are NOT supportive of retaining Spaces for People measures.
- Provide a response to the report from a number of the most impacted communities across Edinburgh, particularly where proposals fail to take account of the clear will of the community expressed in the public consultation.
- Present evidence from community-commissioned surveys and local / cross-city petitions that calls into question the claims of broad support for Spaces for People measures across the city.
- Highlight safety issues with some schemes.
- Call on the committee to reject proposals to extend Spaces for People schemes where there is no community support for doing so, which, based on Sustrans Places for People funding guidelines and Spaces for People Route Map to Permanence evidence of community support would appear to be a requirement for funding approval.
- To emphasise to the committee that the recent data protection breach, where alongside their responses, the full postcodes of 1,200 respondents to the consultation were released along with their age bracket, gender and identifying characteristics in terms of health and mobility, give the public one more reason not to engage with future council consultations.
- And finally to raise awareness within the committee that this whole situation with Spaces for People could signal the death of consultation within the whole of City of Edinburgh Council across all service areas.

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- [Appendix 11.](#) **East Craigs** independent market research survey

1. Key issues and their implications for the council's approach to public engagement

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a. Background

In deputations to full council on 29 April, South West Edinburgh in Motion, Get Edinburgh Moving and Silverknowes Community Group presented serious concerns about the Spaces for People public consultation and that the results would be unfit to report back to shape recommendations and decisions. Details of the substance of our complaint can be found [here](#).

Following a Conservative motion and Coalition amendment, full council voted for the amendment and was satisfied that the public consultation could report back, in the full knowledge that the public consultation would be conducted as a self-selecting survey.

This decision on 29 April was a vote of confidence by the council that the public consultation was fit for purpose.

b. Council position in the report before committee

It is therefore of extreme concern that, with results from the consultation now showing overwhelming opposition to retaining most Spaces for People measures, the report before committee on 17 June 2021 appears to dismiss the findings from the consultation in favour of the SMG market research survey:

“There is a notable difference in the general level of support and opposition between the market research and survey responses from residents. The market research is more representative of the views of residents as participants are a statistically representative sample of opinions based on Edinburgh's population demographic. The online survey were 'self-selecting' responses so are not statistically representative.”

c. Why this position is unacceptable – key issues with the market research survey

Based closely on the public consultation, the survey inherits issues already raised in the deputations to council on 29 April available [here](#), and in previous answers to questions at full council, it was clarified that the hugely complex surveys were not pre-tested to flush out issues with comprehension of questions, or ability for participants to cope with responding to the scale of geographic and scheme options

But more fundamentally, the survey execution and limited sample size undermine its value as a basis for policy making, for the following reasons:

- **Misleading context** Respondents were financially incentivised to simply return a completed survey. They were not informed that their answers would override the public consultation. Had this been stated then the context for responses would have been very different. We expect that respondents would have responded differently or taken more care over responses had they known this.

- **Sample size** Extremely low sample numbers in many of the questions relating to specific schemes (prior to spam entries being removed) make findings on most individual schemes statistically unrepresentative ([Appendix 2](#)).
- **Spam entries** Multiple spam entries were apparently submitted, which appear to come from one individual and, unlike the consultation, this was not picked up prior to analysis and reporting ([Appendix 1](#)).
- **Representation of people with disabilities** The survey took an inadequate approach to ensuring the sample properly represents the views of people with mobility issues.

Unlike the consultation, there was no question asking “Do you have any long-term illness, health problem or disability that limits your ability to carry out day-to-day activities? - disability/illness”. Questions asking if people use wheelchairs led to confusing and conflicting responses that merit further analysis. It must be remembered not all people with a mobility issue use a wheelchair or mobility scooter. ([Appendix 4](#)).

- **Technical problems** Respondents were able to submit inconsistent answers to questions. For example, saying that cycling was their most frequent mode of transport but also their third most frequent mode of transport.
- **Self-contradicting responses** The data contain many self-contradictory responses, undermining the confidence with which conclusions can be drawn from these responses ([Appendix 3](#)). For example, some respondents wanted all schemes removed AND all retained; or said they supported school schemes but also thought a disadvantage was these schemes made it harder and more dangerous for parents and children to get to school.
- **Illogical indications of support** Out of 101 people who had not used any Spaces for People schemes, 27 people ticked they supported all 6 categories of scheme. In contrast only 17 selected they opposed all schemes. While they were all excluded from the SMG analysis, it is symptomatic of confusion with the survey, where ‘neutral’ or ‘not sure’ would be a more logical response which was chosen by just over half. **This reveals a framing bias, where it seems that if people have not experienced a Spaces for People scheme, they are more open to expressing support of the ‘idea’ of Spaces for People, rather than automatically opposing it.**
- **Sentiment analysis not consistent with conclusions on levels of support** The SMG and council reports say the research evidences support of between 45% and 65% for different types of schemes in a handful of quick ‘tick box’ questions. However, of those who had used one or more schemes, 30% of respondents took more time to make comments and nearly 61% of them made comments opposing Spaces for People, with only 20% supporting.

Of those who supported at least one category of Spaces for People scheme, 45% made opposing comments. Particularly surprising is that of those who showed support for all six categories of Spaces for People schemes, and had used at least one scheme, 8% left opposing comments. **There is a clear indication with this and previous issues that people support the ‘aims’ of improving road safety and helping people walk and cycle more, but the conflicting sentiment suggests people do not support WHAT the council has implemented or HOW they have installed it to try to achieve this.** ([Appendix 5](#))

- **Weightings** Because many invalid or questionable responses have been included in the analysis it means the applied weightings cannot be valid and therefore the sample is no longer theoretically statistically representative.

- **Contrary to other evidence** Independent evidence of considerable opposition, and the legitimate reasons behind this, can be found in the 16,800+ signatures and comments from a public petition to “Stop Edinburgh council making dangerous road changes, cycle lanes & parking cuts permanent” ([Appendix 6](#)). **Given this demonstrable level of public unease with Spaces for People schemes, a small survey finding broad support deserves to be treated with healthy skepticism.**

d. Factually untrue claims in the report to committee

The issues above, and evidence in the linked appendices, highlight factually untrue claims in the report about the market research data, including:

"The comments made in the market research were relatively evenly balanced between those supporting and opposing retention"

UNTRUE: This is untrue because, once 5 spam commenters were removed, 30% of respondents left a comment. Of these, 61% of commenters who had used at least one scheme made comments opposing schemes and only 20% made supportive comments. (There were more spam respondents but they did not make comments.)

Analysis on a question-by-question basis also shows around a 75:25 split between opposing:supporting comments.

"if the Council ran the same survey again with 600 different Edinburgh residents it is expected that the result of that survey to be within 4% for 19 out of 20 questions.

UNTRUE: This is untrue because the 4% figure applies only to questions answered by all 583 respondents. Responses by smaller sub-groups (e.g. people familiar with certain schemes) attract far higher margins of error.

e. Implications

- **Unfit for purpose** The value of the market research survey as a basis for policy decisions appears to be seriously compromised and is now called into question.

The “Potential retention of Spaces for People measures” report in front of the committee relies on this research to make the recommendations for approval and reference to it is embedded throughout.

- **Future public engagement in policy making** Notwithstanding the waste of taxpayers' money (a minimum of £50k for the public consultation) and respondents' time (estimated at 9,000 hours), the proposal to dismiss Edinburgh's largest ever consultation response has huge negative implications for all future public engagement in policy making.

The views of 17,600 people are being dismissed over those of a much smaller, and unrepresentative number.

Dismissing the consultation undermines trust in local democracy, and means Edinburgh residents will rightly ask why they should ever engage in another council consultation.

Of direct relevance to this committee, the dismissal of the outcomes of the public consultation undermines any confidence in the Council's handling of legally statutory consultations associated with ETRO or TRO processes.

The recent data protection breach, where alongside their responses, the full postcodes of 1,200 respondents to the consultation were released along with their age bracket, gender and identifying characteristics in terms of health and mobility, give the public one more reason not to engage with future council consultations.

Overall, this situation could signal the death of consultation within City of Edinburgh Council.

- **Integrated Impact Assessment** The assessment refers to the market research findings as 'evidence of unmet need' and quotes as certainties numbers that we now know to be invalid. This document is a statutory requirement for projects like this and therefore must be accurate.
- **Funding criteria** To be eligible for Places for Everyone funding, Sustrans most recent Design Guidelines state a requirement to "develop ideas collaboratively and in partnership with communities". Their "Spaces for People Route Map to Permanence" states that six key actions must be evidenced to support recommendations and inform politicians. The first two of these are: "Update or undertake a project specific Equality Impact Assessment" and "Carry out meaningful engagement and consultation". The flawed research and dismissal of the public consultation mean the first two actions have not been achieved, so it is hard to see how funding could be legitimately justified.

Conclusions

In view of the concerns above, we call on the committee to:

- Acknowledge that the market research survey is not fit for purpose as a basis for policy making.
- Acknowledge that people's expectation when you run a public consultation is that their views expressed in this will be given priority.
- Consequently, to give the public consultation precedence over the market research survey in their decision-making.
- Respect the clear messages on individual schemes delivered by the public consultation
- Note the broad opposition to retaining the majority of Spaces for People measures.
- Avoid the future use of separate surveys, in parallel with public consultations, which should be run to meet the minimum Quality Standards of the council's own policy.
- Recognise that thousands of people have taken considerable time to comment in the consultation, and therefore to fully review these comments before making any policy decisions.

2A. Specific response to measures affecting Lanark, Longstone, Inglis Green and Slateford Roads

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In the specific context of schemes affecting South West Edinburgh, specifically Lanark, Longstone, Slateford and Inglis Green Roads, we note:

- The market research survey findings have too small a base to be statistically representative ([Appendix 2](#)) even prior to excluding invalid responses.
- The public consultation indicates a significant desire from residents to remove these schemes, with support for removal of 73–75% ([Appendix 7](#)).
- The public consultation indicates an even stronger desire by businesses in the area to remove these schemes, with support for removal of 70% ([Appendix 7](#)).
- A survey in South West Edinburgh conducted in December 2020 by an independent market research company and attracting over 1000 responses showed 88% opposition to the installation of the Lanark / Longstone / Inglis Green Road schemes ([Appendix 7](#)).
- A survey in South West Edinburgh conducted in May / June 2021 by SWEM and attracting over 440 responses and publicised widely by leaflet, Nextdoor.com and social media showed an 80% desire to remove the schemes ([Appendix 7](#)).
- Strong public support from this survey for council interventions that (i) improve the poor road surface quality, which was responsible for serious injury to a cyclist on Lanark Road in February 2021 ([Appendix 8](#)); and (ii) restore the network of footpaths on the Water of Leith that have been allowed to fall into disrepair.
- A public petition to “Oppose the Council’s plans for Lanark and Longstone/Inglis Green Roads” attracted over 1500 signatories ([Appendix 9](#)) and provides many detailed comments explaining why our local community rejects these proposals.
- That, 3+ months after installation, no independent safety audit has been conducted, the council have refused to allow residents to brief specific safety concerns to the safety auditors and that basic safety issues were highlighted by a serious accident on 29 May in which a car hit a vehicle in a floating parking bay ([Appendix 8](#)) and another on 12 June when a cyclist ran over a pre-school child after the council had dismissed concerns raised by a resident reporting a near miss in the same place.
- The last ambulance attendance on Lanark Road for a cyclist was due to the poor road surface. Since then, the Spaces for people measures have moved the centre line for a considerable distance. This has exposed the weakest part of the former centre line of the road by removing the paint providing some protection and concentrating traffic onto the weak point. The already poor surface has degraded dramatically in recent weeks. Spaces for People budget will urgently need to be used to resurface the former centre line area where degradation has occurred directly because of these measures, as this implication is something the road designers do not seem to have been aware of. Some cyclists still use the main road as they do not feel safe the way the lanes force them close to side streets etc. The Bike Life survey 209 highlighted that road surface was the biggest concern in relation to cyclist safety.

2B. Specific response to measures affecting Silverknowes

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In the specific context of schemes affecting Silverknowes, we note:

- The market research survey findings, even prior to removal of invalid responses, have too small a base to be statistically representative for any of the four schemes (Silverknowes Parkway, Silverknowes Road North, Silverknowes Road (North Section), Silverknowes Road (South Section)) ([Appendix 2](#)).
- The public consultation indicates a significant desire from residents to remove these schemes, with support for removal of 73–75% ([Appendix 10](#)).
- A survey in Silverknowes conducted in May 2021 and commissioned by Cllr. Kevin Lang and attracting over 700 responses showed 80% opposition to the installation of three schemes ([Appendix 10](#)).

3. Keep Edinburgh Moving Response to "Potential retention of Spaces for People measures" Report

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Keep Edinburgh Moving (KEM) is an unincorporated voluntary association representing the views of individuals from across Edinburgh. KEM was responsible for the 16,800 signature petition referred to in the report.

Here we respond to the report presented to committee, with the aim of drawing the committee's attention to details which have an impact on those we represent, or we believe are factually inaccurate or misleading.

- 4.11 We begin with the reference to our petition in 4.11, "A petition against safety measures was published on www.change.org and has 16,809 signatories."

The title of the petition was, "Stop Edinburgh council making dangerous road changes, cycle lanes & parking cuts permanent."

We strongly object to the misrepresentation of this petition as an anti-safety petition, when in fact it makes a strong criticism of the council's failure to conduct independent road safety audits either before almost all the schemes were installed or, as remains the case for some, many months after installation. In addition there is at least one example on Lanark Road and Longstone where the community has been refused permission by the council to submit specific areas of concern to include in the brief for the safety auditors, so that those specific areas of road can be checked for specific scenarios which someone without local knowledge would be less likely to be aware of.

We draw the attention of the Committee to the significantly high number of people who signed this petition compared to any similar petitions (indeed it has amassed more signatures than the 13 most popular posted on the Council petitions portal COMBINED), and also to the number of comments in it relating to safety concerns about the schemes.

- 4.12 It is implied that the Market Research was not self-selecting. This is not correct. Individuals apply to join panels to be paid to participate in research. Then for individual surveys, the online panels invited their members to take part. Members could decline, and so the situation is no different to the open invitation to take part in the public consultation

- 4.16.1 The claim that being motivated to take part in the public consultation makes the results statistically unrepresentative is totally illogical. Strong views exist on both sides of the argument for retention or removal of Spaces for People measures.

The consultation response captures the views of those most benefited by or most impacted by the measures, and this is exactly what matters when making future policy.

- 4.16.2 The figure of $\pm 4\%$ is only true for questions answered by all 583 respondents.

Questions 10 and later were filtered by familiarity, so their base size is much smaller, and the resulting margin of error at 95% confidence is significantly higher.

For the scheme **most familiar** to people (Princes Street) the margin of error is $\pm 6\%$.

For the scheme **least familiar** to people (Stanley Street) the margin of error is $\pm 16\%$.

The claim that "if the Council ran the same survey again with 600 different Edinburgh residents it is expected that the result of that survey to be within 4% for 19 out of 20 questions." **is simply wrong**. A full analysis is given in [Appendix 2](#).

- 4.20 There is no evidence of adequate representation from disabled people (see [Appendix 4](#)). We therefore question if the market research accurately represents the views of people with disabilities.

- 4.24.4 We note the statement that, "on some streets, notably Drum Brae North, Lanark Road, and Comiston Road, there was significant net support for removal" and we call on the council to reflect this by removing these schemes.

We also note that City of Edinburgh Council failed on the issue of community engagement with the residents of Drum Brae, and specifically in regard to formal consultation with Drum Brae Community Council.

Participation therefore should have included meetings with relevant Community Reference Groups (including Community Council reps) and Community Councils.

A proposed concept / design should initially be built up from this community's feedback, and should include the traffic data in each area of impact.

- 4.24.5 We note the statement that, "the Braid Road closure attracted the highest level of net support for removal in both the public consultation and market research" and we again call on the council to reflect this by removing this scheme.

The plans to continue to have both Braid Road and Comiston Road subject to Spaces for People interventions fail to acknowledge the impact both schemes are having on each other. These schemes should be linked and considered as one, this has not happened despite many attempts to be strategic about all traffic using the A702 corridor and adjacent roads.

We also point out that an [active travel proposal for a one-way system on Braidburn Terrace](#) was fully consulted on in 2018 and supported by the community, but has been completely ignored. Despite all the current objections it could have been an acceptable compromise which would have been a welcome outcome, however it has been trumped by the temporary schemes.

- 4.28 How the weighting by age and sex was implemented is unclear.

- 4.37 The statement, "The comments made in the market research were relatively evenly balanced between those supporting and opposing retention" **is completely untrue**.

In [Appendix 5](#) we list all of the comments submitted in separate responses to questions. Only 65 of 340 comments (19%) supported retaining the measures. The vast majority of the other 275 comments (81%) wanted the measures removed.

If we look at this at the level of individual people who have used the schemes, 30% made comments of which 61% made comments opposing schemes and only 20% supporting which conflicts with responses to the tick boxes.

We note that these figures are broadly consistent with the retain / remove percentages provided by independent surveys conducted for residents in East Craigs, Lanark / Longstone Roads and Silverknowes.

- 4.49.2 While we fully support efforts to ensure the security of future consultations, we have serious privacy concerns about the decision to record full postcodes.

In releasing the full consultation data on its website, the council published full postcodes for around 7% of respondents, along with detailed personal information such as age range, gender, long term health issues and use of wheelchairs or mobility scooters. This in itself is a serious breach of GDPR and makes it very easy to identify individuals from their responses. We are referring the matter to the Information Commissioner for review.

If the council adopts the proposal here, it must ensure that such a privacy breach cannot happen again. It must also be aware that it is perfectly possible for spammers to work out how to automatically insert a postcode randomly from the 18,200 postcodes in the City of Edinburgh Council area.

In general, in a large consultation, IP address data will be sufficient to identify fraudulent activity without breaching privacy rights.

Also, it would not be beyond reason for the council to undertake genuine community engagement prior to a consultation to ensure that what is put out to consultation is less likely to be so controversial it attracts attempts to influence the outcome unfairly.

- 4.81 We welcome the sensible approach proposed to "amend or remove any scheme designs where there is not the support of the school" however local residents who are directly impacted by retaining or removing any measures or restrictions must also be fully consulted.

We ask that the council extends a consistent approach to schemes beyond schools measures by respecting the expressed views of residents on retaining or removing local schemes.

Based on our analysis of the market research in relation to schools, we urge caution on the almost 'assumed' support on schools measures that is embedded throughout the report and other council communications especially as, to the best of our knowledge, no proactive engagement work has been undertaken since the planters were 'positioned'.

- 4.100 We note the important safety issue surrounding floating parking, and draw the committee's attention to two recent examples on Lanark Road in which floating park was directly implicated in causing the accident. Full details appear in [Appendix 8](#).

- 4.103 **We object strongly to the proposal to "retain the protected cycle lanes on Comiston Road and Lanark Road".**

Overwhelming evidence from the consultation is that the desire of local people and businesses is to remove these measures.

Furthermore, the finding in the market research is inconclusive because of the small base size for both of these schemes ([Appendix 2](#)).

There is therefore **no legitimate basis for claiming a mandate from the public for the retention of either of these schemes.**

- 7.1 We note that the consultation attracted 10 times more responses than that on the City Mobility Plan, which the Transport Convener acknowledged in her statement

that, "It is extremely encouraging that the vast majority of respondents to our Draft City Mobility Plan consultation support our vision for sustainable, affordable and joined-up transport in the Capital."

The public consultation on Spaces for People has returned a forceful rejection of the council's proposals to retain many of these schemes. If the 1,800 respondents to the City Mobility Plan consultation provided a mandate for that policy, then how much more should the views of 17,600 respondents to the Spaces for People consultation be respected?

- 9.1 (p29) We note that Drum Brae North cycle segregation is recommended to be continued with no changes, despite evidence from the consultation that the desire of local people is to remove these measures.

Furthermore this view is strongly underlined in the "East Craigs Traffic/Travel in your area survey 2021", independently undertaken by Taylor Mackenzie on behalf of Get Edinburgh Moving. 1,562 households responded to the specific question on whether the cycle lane should be made permanent - 76% opposed retention, with only 15% in favour. For every 1 resident supporting, there are 5 in opposition.

Again, there is no legitimate basis for claiming a mandate for retention of this scheme.

- 9.2 (pp35–37) We note that Comiston Road, Braids Road and Lanark / Longstone Roads are unique in being recommended for retention in the face of strong (red) opposition from both residents and businesses.

We strongly object to this proposal. There is no mandate for retaining these schemes, either from the market research (statistically inconclusive) or from the public consultation.

- 9.2 (p40) The assessment scoring system is based on metrics that are unaligned to the project goals.

If the aim is to increase the numbers of people cycling and reduce the use of cars then there should be direct measurement of car and cycle numbers. Simply measuring the increased space on the road is meaningless.

If safety is the metric, then speed should be monitored, and accidents and near-misses should be recorded. We were very concerned to see a response to an FOI requesting information on near misses that the request was unreasonable as it would mean searching through 11,000 emails in the Spaces for People inbox. The implication that emails from the public alerting the Spaces for People team to near-misses are not being collated is of considerable concern.

- 9.2 (p45) The fractional decrease in parking space is not the issue, but rather the location of this space. For example, on Lanark Road, parking has been removed from long stretches of road outside residents' homes. What parking remains has been moved either across the road, presenting issues for residents and visitors with children or shopping, or significant walking distance away further up or down the road.

- 9.4 (p55) We are pleased to see the acknowledgement that the protected cycle lane infrastructure presents "[negative] impacts on disabled street users ... associated with parking restrictions and layout."

For this reason, and others associated with evidence of genuine safety issues, we strongly object to the proposal that "protected cycle lanes are retained using ETROs".

Specifically the measures that are proposed for retention on Drum Brae North, Comiston Road and Lanark Road raise significant ongoing safety issues, as demonstrated by two accidents within 3 months of the Lanark Road scheme being completed ([Appendix 8](#)).

The council's resistance to removing these dangerous schemes in opposition to the wishes of the local community will, over the course of an 18 month ETRO, inevitably lead to more accidents of this kind, with real potential for a fatality.

We call on councillors to reflect on the evidence of actual accidents to date. As an example, Lanark Road has been determined by the council to be safe, as evidenced by (i) their refusal to install a pedestrian crossing as the accident rate on the road below threshold, and (ii) the decommissioning of the speed cameras in February 2021, on the basis that the accident rate and 85% percentile speed (35mph while a 40mph zone) were below the necessary threshold.

In the context of what was therefore accepted by the council as a safe road, the introduction of segregated cycle lanes therefore adds rather than removes risk.

Similar arguments can be made for other schemes, and councillors should consider whether the scheme designers have under-estimated the level of additional road safety risk introduced by these schemes.

- 9.4 (p55) The proposals to retain the road closures to vehicles in Silverknowes are made in the face of very strong opposition from residents ([2B](#)) and, in general, also strong opposition from businesses.

The consultation findings and the residents' survey commissioned by Cllr Kevin Lang ([Appendix 10](#)) are consistent in indicating considerable public objection to these measures.

We also note the serious accident that hospitalized a cyclist on Silverknowes Road North, and that this scheme had not had a Stage 3 (post-installation) road safety audit conducted at the time of the accident.

For these reasons we strongly object to the council's proposals to retain the Silverknowes measures.

- 9.4 (p56) The council's logic on the decision to retain the closure of Braid Road to northbound traffic is contested by residents.

We strongly object to this approach and encourage a rethink on this proposal, taking into account the detailed and positive alternative proposals presented to the council by residents.

- 9.4 (p57) Again we point out that the market research was not self-selecting; respondents were invited to take part and could decline.

- 9.4 (p61) The statement on sampling error is accurate in this statement but we draw the committee's attention to the point that the 4% error only applies to "questions answered by the full sample," meaning that those on individual schemes can have a much larger error.

- 9.4 (p61) We refute the idea that the Commonplace Survey is "Evidence of inclusive engagement of people who use the service and involvement findings." Many areas had very few responses, and those in the most controversial areas had very few to base policy on. For example, only two written comments were submitted on Commonplace for the entire length of Lanark Road, and similarly only two for Longstone Road.
- 9.4 (p62) The council has removed parking suitable for Blue Badge holders (along with some dedicated Blue Badge spaces) on many of the schemes with segregated cycle lanes. There appears to be a consistent misunderstanding among council officers that if all other parking is removed, but a Blue Badge space remains, then this is adequate for disabled people. It fails to recognise that if there was previously ample kerbside parking then many disabled people (not all of whom require Blue Badges) had complete freedom of where to park. If that is removed, then it creates a requirement for Blue Badge spaces that was not there previously, which can still never replace the freedom of choice that was there before. Obviously many of those with mobility issues are not eligible for Blue Badge spaces, and there have been issues with this on Lanark Road.

Even when requests are made for Blue Badge spaces for existing Blue Badge holders, road designs can be unable to accommodate it as we saw when a request for a space was declined on Lanark Road. This is another concern with permanent segregated cycle lanes. It means that should a resident become disabled after the ETRO has moved to permanency then there is not longer any room for manoeuvre on the design. It has been pointed out to the council very clearly by the Edinburgh Access Panel, that 40 km of segregated cycle lanes amount to 40 km of suitable parking removed for people with mobility issues.

- 9.4 (p67) Parking on double yellow lines in a cycle lane is not allowed, so this statement is misleading when kerbside parking has been removed to allow the installation of double-yellow-lined kerbside cycle lanes (e.g. Lanark Road, Comiston Road).

The Ask the Police website, which makes clear differences in parking law between England and Scotland, is clear that parking in a cycle lane is prohibited:
<https://www.askthe.police.uk/content/Q388.htm>

- 9.4 (p68) We are pleased to see the acknowledgement of the major safety issues associated with floating parking on schemes with fast downhill sections like Lanark Road and Drum Brae North.
- 9.4 (p68) We are pleased to note the emphasis on enforcing speed, and it is therefore extremely disappointing that the introduction of lower speed limits (e.g. Comiston Road, Lanark Road) has coincided with the decommissioning of the speed cameras on these roads.

We recommend that the council immediately introduce speed monitoring measures in these locations, since reports by residents are that traffic speed is often significantly exceeding the new limit.

- 9.4 (p69) We are pleased to see proper consideration being given to cyclist and pedestrian safety in the response to 4, specifically that, "In some circumstances, replace floating parking with a layout with the cycle lane between parked cars and the running carriageway."

We strongly encourage the council's designers to creatively approach this as a solution, which (with sufficient buffer space) would address many of the access and safety issues which are presented by floating parking designs.

We request this to be reviewed urgently, given the most recent accident on Lanark Road ([Appendix 8](#)) involving a cyclist and a pre-school child, the day after a resident received a dismissive response having reported a near miss in exactly the same area.

Appendix 1. Similarity Analysis of the Market Research Survey Data

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Completely identical responses would agree on 497 answers.

Responses below are where 490 or more responses were identical to those of another respondent.

It is to be expected that those strongly opposed or strongly against the measures might submit very similar responses, but it is very unlikely these would be submitted at the same time or would have similar comments.

The data below show nearly identical responses that are:

- correlated in time (consecutive or nearly consecutive)
- correlated in their comments

Possible explanations:

- A single respondent, clearing their browser cookies to allow resubmission
- People in a single household who have both been asked to respond, and have chosen to do so at the same time and submit essentially identical answers

Either of the two explanations undermines the randomness of the sample and these data should be removed.

Row	Q13 comment (column JI)	Near-consecutive response (within 1)?
106	'None should remain - they are dangerous and the fact that the council have taken advantage of a health crisis to install these death traps is repugnant.'	N
321	'ested modification'	Y
322	'ing suggested modificatio'	Y
365	'ding suggested modifications'	N
370	'ing suggested modifications'	Y
371	'suggested modificatiions'	Y
372		Y
377		Y
379		Y
488		N
565		Y
566		Y
568		Y
580		Y
581		Y

Appendix 2. Margin of Error in the Market Research Survey Data

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Random sampling is always subject to a margin of error, which becomes larger as the number of people sampled becomes smaller. The percentage error is easy to calculate, based on the number of people responding (known as the "base" size).

For many individual questions, the base size in the Market Research Survey was very small. This was a problem that was designed into the survey from the very beginning, due to the inclusion of a vast list of over 80 street names and schools, for a sample of 583 people to respond to during lockdown and it was one of the reasons deputations to council highlighted the consultation (which was similar in this regard) could not meet the council's own Quality Standards. The issue is acknowledged in the slide pack by text like, "NOTE: Very small base sizes", however the significance is not made clear.

In fact, for many questions on individual schemes, the base size is too small for the results to be conclusive, once the margin of error is taken into account.

The following pages present the data from the Market Research Survey with the margin of error included.

Put simply, when the margin of error exceeds the % gap between "retain" and "remove" responses, the results have no statistical value and are inconclusive.

On 6 June 2021 we offered SMG, who conducted the market research survey, an opportunity to comment on or refute our analysis but they have not done so.

Summary

Based on analysing the margin of error at the industry standard 95% confidence level:

- For **installed schemes** (48 reviewed), 29 schemes had too small a base size for the results of the Market Research Survey to be statistically conclusive (prior to exclusion of spam entries).
- For **planned schemes** (37 reviewed), 32 schemes had too small a base size for the results of the Market Research Survey to be statistically conclusive (prior to exclusion of spam entries).
- For **schools measures** (38 reviewed), 30 schemes had too small a base size for the results of the Market Research Survey to be statistically conclusive (prior to exclusion of spam entries).

As we detail in [Appendix 3](#), other issues where respondents contradict themselves in different questions or otherwise show that they did not understand a question, cast doubt on the reliability of the Market Research Survey as a basis for policy making.

Installed Schemes: 19 conclusive; 29 not conclusive

		Remove	Retain		
St Johns Road, Corstorphine - Extra pedestrian space	33.1% ± 7.8%			34.5% ± 7.9%	N
Queensferry High Street - Extra pedestrian space	12.7% ± 7.7%			42.3% ± 11.5%	Y
Maybury Road - Pedestrian and cycle crossing allowing safer access to Cammo Walk	22.5% ± 9.7%			38% ± 11.3%	N
Fountainbridge - Protected cycle lanes	17.1% ± 5.4%			43.3% ± 7.1%	Y
Dundee Street - Protected cycle lanes	16.4% ± 6.9%			41.8% ± 9.2%	Y
Dalry Road - Extra pedestrian space	20.6% ± 6.4%			40% ± 7.7%	Y
Cammo Walk - Road closure allowing traffic-free access to Cammo Estate	15.6% ± 8.1%			40.3% ± 11%	Y
Woodburn Terrace - Meadows to Greenbank quiet route. Selected road closures to...	21.1% ± 13%			36.8% ± 15.3%	N
Whitehouse Loan - Meadows to Greenbank quiet route. Selected road closures to...	24.6% ± 10.8%			21.3% ± 10.3%	N
Old Dalkeith Road - Protected cycle lanes	22% ± 8.1%			32% ± 9.1%	N
Morningside Road - Extra pedestrian space	25.4% ± 6.2%			41.3% ± 7%	Y
Gilmerton Road - Protected cycle lanes	21.1% ± 9.5%			31% ± 10.8%	N
Comiston Road - Protected cycle lanes	23.9% ± 8.9%			35.2% ± 10%	N
Causewayside - Protected cycle lanes	19.2% ± 8.7%			35.9% ± 10.6%	N
Canaan Lane - Meadows to Greenbank quiet route. Selected road closures to create...	15.1% ± 8.2%			31.5% ± 10.7%	N
Buccleuch Street - Protected cycle lanes	12.7% ± 7.7%			35.2% ± 11.1%	Y
Bruntsfield Place - Extra pedestrian space	23.2% ± 7%			36.2% ± 8%	N
Braidburn Terrace - One-way road closure to create safer walking and cycling...	28.4% ± 9.8%			34.6% ± 10.4%	N
Braid Road - Road closure at Hermitage of Braid entrance. Note that it is proposed to...	33.3% ± 7.6%			34% ± 7.7%	N
Braid Avenue - Meadows to Greenbank quiet route. Selected road closures to create...	26.1% ± 8%			31.3% ± 8.5%	N
Willowbrae Road - Extra bus lanes and protected cycle lanes	26% ± 9.8%			22.1% ± 9.3%	N
Stanley Street - Road closure reducing traffic on very narrow road that forms a...	16.7% ± 13.3%			43.3% ± 17.7%	N
Seafeld Street - Protected cycle lanes joining off-road cycle paths	19.1% ± 9.3%			41.2% ± 11.7%	Y
Portobello High Street - Extra pedestrian space	18.1% ± 6.4%			44.9% ± 8.3%	Y
Milton Road West - Extra bus Lanes and protected cycle lanes	34.8% ± 11.5%			25.8% ± 10.6%	N
London Road - Protected cycle lanes	18% ± 6.4%			37.4% ± 8%	Y
Kings Place - Road closure and parking removal linking Portobello and Seafeld...	25.5% ± 12%			27.5% ± 12.2%	N
Hope Lane - Road closure reducing traffic on very narrow road that forms a...	20.4% ± 10.7%			29.6% ± 12.2%	N
Duddingston Road - Protected cycle lanes	26.4% ± 10.2%			34.7% ± 11%	N
Silverknowes Parkway - Protected cycle lanes	25% ± 10.6%			31.3% ± 11.4%	N
Silverknowes Road North - Road closure from Silverknowes Parkway to Marine Drive...	33.6% ± 8.2%			32% ± 8.1%	N
Pennywell Road - Protected cycle lanes	26.9% ± 12.1%			32.7% ± 12.7%	N
Muirhouse Parkway - Protected cycle lanes	22.4% ± 11.7%			40.8% ± 13.8%	N
Links Gardens - Road closure in middle of Leith Links	25.9% ± 9.5%			33.3% ± 10.3%	N
Ferry Road - Protected cycle lanes	25% ± 6.7%			39.4% ± 7.6%	Y
Crewe Road South - Protected cycle lanes	26.1% ± 9%			31.5% ± 9.5%	N
Arboretum Place - Relocation of parking at West Gate to provide safer pedestrian...	20.7% ± 8.5%			32.2% ± 9.8%	N
Waverley Bridge - Pedestrian area with limited access for deliveries etc	16.1% ± 5%			45.5% ± 6.7%	Y
Victoria Street - Pedestrian area with limited access for deliveries etc	14.3% ± 7.2%			39.6% ± 10%	Y
Tollcross - Extra pedestrian space	16.2% ± 5.8%			33.8% ± 7.5%	Y
Teviot Place - Protected cycle lanes	14.5% ± 9.3%			36.4% ± 12.7%	N
The Mound - Protected cycle lanes	21.6% ± 6.2%			36.8% ± 7.2%	Y
Raeburn Place, Stockbridge - Extra pedestrian space	21.5% ± 7.3%			33.9% ± 8.4%	N
Potterow - Protected cycle lanes	18.2% ± 9.3%			30.3% ± 11.1%	N
Princes Street East End - Buses/taxis/cycles only on Princes Street from North Bridge...	15.5% ± 4.8%			48.4% ± 6.6%	Y
George IV Bridge - Protected cycle lanes	17.9% ± 5.1%			40.4% ± 6.5%	Y
Forest Road - Protected cycle lanes	20.4% ± 7.4%			37.2% ± 8.9%	Y
Cockburn Street - Pedestrian area with limited access for deliveries etc	10.1% ± 5.2%			44.2% ± 8.6%	Y

Planned Schemes: 5 conclusive; 32 not conclusive

		Remove	Retain		
Slateford Road (A70) - Protected cycle lanes	12.2% ± 2.7%	<div><div></div></div>	<div><div></div></div>	13.4% ± 2.8%	N
Queensferry Road - Extra bus Lanes and Protected cycle lanes	14.4% ± 2.9%	<div><div></div></div>	<div><div></div></div>	14.1% ± 2.8%	N
Orchard Brae Roundabout - Road markings to reduce vehicle speeds and improve...	12.3% ± 2.7%	<div><div></div></div>	<div><div></div></div>	11.5% ± 2.6%	N
Orchard Brae - Uphill protected cycle lane	12.3% ± 2.7%	<div><div></div></div>	<div><div></div></div>	10.8% ± 2.5%	N
Murrayburn Road (short section at Longstone) - Protected cycle lanes	11% ± 2.5%	<div><div></div></div>	<div><div></div></div>	9.9% ± 2.4%	N
Meadowplace Road/Ladywell Road - Cycle lanes and segregation	10.1% ± 2.4%	<div><div></div></div>	<div><div></div></div>	10.5% ± 2.5%	N
Meadowplace Road - Protected cycle lanes	10.6% ± 2.5%	<div><div></div></div>	<div><div></div></div>	11.5% ± 2.6%	N
Longstone Road - Protected cycle lanes	11.1% ± 2.6%	<div><div></div></div>	<div><div></div></div>	12.3% ± 2.7%	N
Lanark Road - Protected cycle lanes	11.8% ± 2.6%	<div><div></div></div>	<div><div></div></div>	12.5% ± 2.7%	N
Inglis Green Rd - Protected cycle lanes	11.1% ± 2.6%	<div><div></div></div>	<div><div></div></div>	9.8% ± 2.4%	N
Hillview - Extra bus lanes and Protected cycle lanes	10.6% ± 2.5%	<div><div></div></div>	<div><div></div></div>	8.6% ± 2.3%	N
Hillhouse Road - Extra bus lanes and Protected cycle lanes	11% ± 2.5%	<div><div></div></div>	<div><div></div></div>	9.9% ± 2.4%	N
Drum Brae North - Protected cycle lanes	13.9% ± 2.8%	<div><div></div></div>	<div><div></div></div>	12.2% ± 2.7%	N
Corstorphine High Street - Extra pedestrian space	14.8% ± 2.9%	<div><div></div></div>	<div><div></div></div>	17.8% ± 3.1%	N
A90 Queensferry Road - Extra bus lanes and Protected cycle lanes	14.6% ± 2.9%	<div><div></div></div>	<div><div></div></div>	13.6% ± 2.8%	N
Minto Street - Protected cycle lanes	12.7% ± 2.7%	<div><div></div></div>	<div><div></div></div>	14.2% ± 2.8%	N
Mayfield Gardens - Protected cycle lanes	13.2% ± 2.7%	<div><div></div></div>	<div><div></div></div>	14.4% ± 2.9%	N
Mayfield Road - Protected cycle lanes	13.6% ± 2.8%	<div><div></div></div>	<div><div></div></div>	16.1% ± 3%	N
Liberton Dr (West of Alnwickhill Rd) - Protected cycle lane	12.2% ± 2.7%	<div><div></div></div>	<div><div></div></div>	14.8% ± 2.9%	N
Craigmillar Park - Protected cycle lanes	14.1% ± 2.8%	<div><div></div></div>	<div><div></div></div>	14.9% ± 2.9%	N
Braid Hills Road/Drive - Protected cycle lane	13.7% ± 2.8%	<div><div></div></div>	<div><div></div></div>	17.5% ± 3.1%	N
Seaview Terrace - Protected cycle lane from Portobello prom to Musselburgh (in...	10.8% ± 2.5%	<div><div></div></div>	<div><div></div></div>	15.6% ± 2.9%	N
Restalrig Road South (Smokey Brae) - Extra pedestrian space and uphill cycle lane	14.1% ± 2.8%	<div><div></div></div>	<div><div></div></div>	16.1% ± 3%	N
Eastfield - Protected cycle lane from Portobello prom to Musselburgh (in partnership...	10.6% ± 2.5%	<div><div></div></div>	<div><div></div></div>	17% ± 3%	Y
Duddingston Road West - Measures to help cyclists - to be designed	12.9% ± 2.7%	<div><div></div></div>	<div><div></div></div>	14.2% ± 2.8%	N
West Harbour Rd/West Shore Rd - Measures to create a safer connection between...	9.8% ± 2.4%	<div><div></div></div>	<div><div></div></div>	16.5% ± 3%	Y
Starbank Road - Extra pedestrian space	11.7% ± 2.6%	<div><div></div></div>	<div><div></div></div>	12.2% ± 2.7%	N
Silverknowes Road (South section) - Protected cycle lanes and signed quiet route via...	13.2% ± 2.7%	<div><div></div></div>	<div><div></div></div>	17.7% ± 3.1%	N
Silverknowes Road (North section) - This road has been closed to all traffic since May...	15.3% ± 2.9%	<div><div></div></div>	<div><div></div></div>	19% ± 3.2%	N
Seafield Rd at Fillyside Road Crossing - New pedestrian/cyclist crossing point	10.3% ± 2.5%	<div><div></div></div>	<div><div></div></div>	17.2% ± 3.1%	Y
South Bridge - Buses/taxis/cycles only northbound on South Bridge and North Bridge...	18.2% ± 3.1%	<div><div></div></div>	<div><div></div></div>	22.5% ± 3.4%	N
Rodney Street - Protected cycle lanes	10.6% ± 2.5%	<div><div></div></div>	<div><div></div></div>	11.7% ± 2.6%	N
Chambers Street - Temporary traffic lights at George IV Bridge Junction	15.3% ± 2.9%	<div><div></div></div>	<div><div></div></div>	16.5% ± 3%	N
Canonmills - Protected cycle lanes	13.7% ± 2.8%	<div><div></div></div>	<div><div></div></div>	15.8% ± 3%	N
Broughton Street - Extra pedestrian space and uphill cycle lane	13.2% ± 2.7%	<div><div></div></div>	<div><div></div></div>	19.7% ± 3.2%	Y
Broughton Street Roundabout - Measures to help pedestrians and cyclists - to be...	12.5% ± 2.7%	<div><div></div></div>	<div><div></div></div>	19% ± 3.2%	Y
Bellevue - Protected cycle lanes	11% ± 2.5%	<div><div></div></div>	<div><div></div></div>	11.8% ± 2.6%	N

Schools Measures

There were 15 or fewer respondents (highlighted) for more than half of the schemes. It is concerning that 14 people said they were familiar with the Bonaly Primary scheme and 9 for the Juniper Green Primary scheme where no measures were in place at all before or during the survey, and no plans were publicly published. This shows a lack of understanding of what a Spaces for People measure is. As some of those respondents ticked they were familiar with other schemes, it calls into question whether they genuinely knew what they were responding about.

School	Retain	Remove	Base	%MoE95(Retain)	%MoE95(Remove)	Lowest high %	Highest low %	Conclusive?
BonalyPrimary	14%	14%	14	18.2	18.2	-4.2	32.2	NO
Boroughmuir High School	23%	16%	56	11.0	9.6	12.0	25.6	NO
BrunstanePrimary	44%	22%	9	32.4	27.1	11.6	49.1	NO
BruntsfieldPrimary	30%	18%	33	15.6	13.1	14.4	31.1	NO
Buckstone Primary	0%	0%	6	0.0	0.0	0.0	0.0	NO
Carrick Knowe Primary	31%	13%	16	22.7	16.5	8.3	29.5	NO
CastleviewPrimary	50%	17%	6	40.0	30.1	10.0	47.1	NO
Corstorphine Primary	30%	11%	44	13.5	9.2	16.5	20.2	NO
Craigentinny Primary	27%	13%	15	22.5	17.0	4.5	30.0	NO
Craigour Park Primary	33%	0%	6	37.6	0.0	-4.6	0.0	NO
Currie Primary	18%	6%	17	18.3	11.3	-0.3	17.3	NO
Dalry Primary	34%	6%	32	16.4	8.2	17.6	14.2	YES
Davidsons Mains Primary	18%	23%	22	16.1	17.6	6.9	34.1	NO
Ferryhill Primary	0%	33%	9	0.0	30.7	33.0	0.0	YES
Granton Primary	30%	17%	23	18.7	15.4	11.3	32.4	NO
Gylemuir Primary	10%	30%	10	18.6	28.4	11.4	28.6	NO
Hermitage Park Primary	67%	7%	15	23.8	12.9	43.2	19.9	YES
Holy Cross RC Primary	23%	8%	13	22.9	14.7	0.1	22.7	NO
James Gillespies Primary	19%	23%	26	15.1	16.2	7.9	34.1	NO
Juniper Green Primary	44%	33%	9	32.4	30.7	11.6	63.7	NO
Leith Walk Primary	40%	11%	45	14.3	9.1	25.7	20.1	YES
Longstone Primary	40%	0%	15	24.8	0.0	15.2	0.0	YES
Lorne Primary	38%	0%	16	23.8	0.0	14.2	0.0	YES
Murrayburn Primary	14%	14%	14	18.2	18.2	-4.2	32.2	NO
Parsons Green Primary	15%	0%	13	19.4	0.0	-4.4	0.0	NO
Pentland Primary	20%	10%	10	24.8	18.6	-4.8	28.6	NO
PirniehallPrimary	29%	6%	17	21.6	11.3	7.4	17.3	NO
Preston Street Primary	24%	6%	17	20.3	11.3	3.7	17.3	NO
PrestonfieldPrimary	17%	8%	12	21.3	15.3	-4.3	23.3	NO
Rudolf Steiner School	0%	20%	10	0.0	24.8	20.0	0.0	YES
SciennesPrimary	35%	13%	23	19.5	13.7	15.5	26.7	NO
South Morningside Primary	24%	18%	33	14.6	13.1	9.4	31.1	NO
St Catherine's RC Primary	50%	0%	8	34.6	0.0	15.4	0.0	YES
St Francis/ Niddrie Mill Primary	9%	9%	11	16.9	16.9	-7.9	25.9	NO
St Georges School	27%	13%	15	22.5	17.0	4.5	30.0	NO
St John Vianney RC Primary	29%	14%	7	33.6	25.7	-4.6	39.7	NO
The Royal High School	22%	22%	27	15.6	15.6	6.4	37.6	NO
Victoria Primary	17%	17%	12	21.3	21.3	-4.3	38.3	NO

Appendix 3. Contradictory Responses in the Market Research Survey Data

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We present here an example of the contradictory responses provided by the Market Research Survey.

Time has limited our analysis only to the Schools Measures. We show that, even on this restricted question, the claim of strong support is not fully supported by the data.

Analysis

To be confident someone who says they support school schemes genuinely does, and genuinely knows what a school scheme is, we would reasonably expect certain responses.

We're looking for evidence the question has been understood, that those saying they support consistently show support and that they show evidence of understanding of what a scheme is.

If we don't get these responses then we ask - did people understand the questions in the way we intended? Are they genuine respondents or did they rush through a survey because they're paid to do it? Then we ask, looking at all this, do we have sufficient robust data to inform any recommendations or decisions?

The table below suggests that rather than being able to say that 223 people have genuinely used and support school measures, in the way the council has implemented them, support could be as low as 91. This was prior to planters being introduced that arguably caused new safety issues in some cases.

Support for school measures is reported as a 'given' throughout the report, but this should not be assumed. It is expected there will be genuine support at some schools, but this exercise is of little value in identifying them.

As previously mentioned, this is another example where responses suggest people support the 'idea' of safe roads round schools (and who wouldn't), but this research does not evidence support for WHAT and HOW the council have implemented.

Appendix 4. Representation of People With Disabilities in the Market Research Survey Data

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According to the council's [Equality and Diversity Framework 2021 - 2025](#), on p13 it states that 32% of the Edinburgh population has a disability of some kind.

Yet, unlike the consultation, the survey did not have a question along the lines of "Do you have any long-term illness, health problem or disability that limits your ability to carry out day-to-day activities?"

In the questions about more frequent modes of transport, wheelchairs and mobility scooters were lumped in with bus, car, taxi etc, creating a dilemma for someone in a wheelchair who uses these modes of transport with their wheelchair. Which mode should they say they use most?

Therefore, although 8 people said they used a wheelchair in the early questions on modes of transport in a Spaces for People scheme, data for most common modes of transport show only one wheelchair user for during the pandemic (respondent 209 who also uses a taxi and motorcycle) and one for before the pandemic (respondent 131: who also used a bus and walked).

Therefore we do not have confidence that the findings from the survey properly represent disabled people including wheelchair users and the survey cannot be checked to ensure it is statistically representative for these groups.

Q15 "During the pandemic, what forms of transport have you most often used when travelling around Edinburgh? (including for short trips to the local shop etc, and leisure trips, as well as longer journeys around town)."

Most often

Value	Count	Percent
Walk	145	24.87%
Bus	235	40.31%
Car	160	27.44%
Taxi/Private hire car	7	1.20%
None	5	0.86%
Cycle	19	3.26%
Wheelchair or mobility scooter	1	0.17%
Motorcycle	2	0.34%
Tram	7	1.20%
Other	2	0.34%

2nd most often

Value	Count	Percent
Car	111	19.20%
Bus	162	28.03%
Cycle	33	5.71%
Taxi/Private hire car	41	7.09%
Walk	178	30.80%
Tram	26	4.50%
None	24	4.15%

Other	2	0.35%
Motorcycle	1	0.17%

3rd most often

Value	Count	Percent
None	102	18.41%
Taxi/Private hire car	52	9.39%
Cycle	40	7.22%
Walk	151	27.26%
Bus	78	14.08%
Car	77	13.90%
Tram	43	7.76%
Other	7	1.26%
Motorcycle	4	0.72%

Appendix 5. Comments of Respondents to the Market Research Survey

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30% of respondents who had used a scheme took the time to leave comments. Of these, 61% left opposing comments and only 20% supportive comments.

Even 8% those who claimed to support every type of Spaces for People scheme in the tick box questions left opposing comments.

If people understood what a Spaces for People scheme was, we would have expected the sentiment of comments to largely align with the sentiment of support. **Overall the selected support and sentiment of the comments are at odds which makes the results unclear.**

The following table takes ALL the comments supporting and opposing (for those who have used and not used) for analysis by individual question. Neutral comments have been excluded.

Question numbers refer to the numbering used as column headers in the SMG spreadsheet.

Question	Comments Supporting Spaces for People	Comments opposing Spaces for People
Question 13: If you wish to make a comment about measures you would like to remain in place, including suggested modifications, you may do so here:	38	111
Question 20: Schemes that are in place If you wish to make a comment about measures you would like to see removed, you may do so here:	14	72
Question 26: Schemes that don't exist yet If you wish to make a comment about any of these new measures that you would like to stay in place you may do so here:	7	45
Question 32: Schemes that don't exist yet If you wish to make a comment about any of these new measures that you would like to be removed you may do so here:	6	47

Question 13

Comments in Favour of Retaining Measures (38)

All of these measures make the city more pleasant to live in, pandemic or no pandemic.

Anything to keep the cyclists off the pavements. Easily accessible bus stops. When I used to get out and about, I'd find myself walking long distances to get to a bus stop. This is a particular problem when going from Semple street back out west. You either have to walk back to Lothian road, or quite far onward past the school, where the bus stop is in a popular area for dope smokers and opportunists in daytime and darkness. It's strangely secluded. I was on my own there on Wednesday back of 6pm, after getting my covid vaccine at the conference centre in Morrison street. I am only 5ft with a walking stick and 2 dope smokers who joined the stop, and a street dweller passing with his bags, felt they could comment on what I was wearing.

Anything which makes walking and cycling safer and helps reduce pollution from exhaust fumes

city centre without vehicle allowing walking to be enjoyed

Happy with the cycle lanes, it's about time we moved to a more bike friendly city

I am easy either way although I use car allot more now days.

I am generally for all measures, except when making more space for pedestrians results in less space for cyclist/narrower roads, making cycling more dangerous

I am generally in favour of these measures, but have concern about the poor design of some. In particular, cycleways and extra footway space must not be put in place by sacrificing bus lanes and reducing bus priority, which is essential to retain. An existing 4 lane road would be better converted by relining the road as 0.5 cycle lane, 1 bus lane, 1 (one way) traffic lane, 1 bus lane, 0.5 cycle lane, with the traffic lane for the other direction following a similar layout on a parallel road instead. North Bridge should also be added as a priority cycle route as it is much less steep than the Mound (which I rarely use (cycling) in the uphill direction because of this).

I am looking forward to more pedestrian space on South Bridge, where the pavements are very narrow, and I often have to walk on the road particularly at bus stops. As a pedestrian, I find walking beside a cycle lane much less stressful than walking directly beside car traffic. Edinburgh council is doing a good job, I am sure other councils in Scotland will eventually follow in helping pedestrians, cyclists and disabled people.

I can see the benefit to some of the protected cycle lanes, but not when they coincide with parking bays outside shops such as at Buckstone as it makes it difficult for elderly people to park. The closure of Braid Road has lead to more traffic on Comiston Road which forces us to use Braid Hills Road for our journey to provide care for family in the Blackford/Grange area. Each time we make this journey we now have to travel 2km further. How can the Council justify this extra contribution to the pollution levels in Edinburgh? Roads such as Braid road play a vital role in easing congestion on Comiston Road and providing shorter, less polluting routes for residents. An alternative would be to install traffic lights at the Braid Road Hermitage roundabout to make it safer whilst still allowing two way traffic on Braid Road. There could even be a phase on the lights first for cyclists to make their turn ahead of cars. To make more space for cyclists on Braidburn Terrace the council could provide grants for residents there to build a parking space on their front gardens.

I do not drive and so I'm very much in favour of increased space for walking, but please try to separate walkers from cyclists - they constantly interrupt the ability to walk, with many cycling either too fast or without great control!

I like it very much

I love any measures that increase quite spaces in the city, the pandemic has shown the potential of what the city could be going into the future

I support measures to protect cyclists on main roads with fast moving traffic, however the biggest problem I have experienced is the removal of parking spaces in local shopping areas including Bruntsfield, Morningside and Stockbridge. It has been massively offputting for customers of shops there as they wanted to drive and park rather than use public transport because of covid, but were unable to do so. These independent shops are crippled by the lack of customers and difficulty in receiving deliveries while the parking is suspended, and when they are operating under such heavy restrictions anyway the parking was / is just another nail in their coffin. Please support these independents - they are far more valuable to our communities than the big chain shops in out of town retail parks, and also directly support my personal income as I run my own business supplying them with stock!

I think all measures that encourage walking and cycling (and use of public transport) and discourage car use should be retained as long as these do not produce adverse impacts on other roads in terms of increased traffic and pollution. The citizens of Edinburgh need to be persuaded to leave their cars at home when travelling around the city in order to reduce pollution and traffic congestion.

I think it's important to happen as I've been to Sweden and they have all pavements split for cycles and people. It's important to encourage less use of cars for small journeys when people can walk but also needs to take into account that some people do need to use cars due to health

I think most of them should be permanent

I think the restrictions could be flexible: winter time with bad weather restrictions could be applied for time slot (for example 3-4 hours per day late in the morning to early in the afternoon in city centre)

I think they are great

I would like more extra pedestrian spaces

I would like to see as much of Edinburgh designed to favour walking, public transport and cycling as possible and any measures to discourage car use put in place urgently.

It's not on the list but I was sad to see the removal of extra pedestrian space on Great Junction street- it made it much easier to social distance

Most importantly look at closing road to traffic through Holyrood Park

Need to be more continuous bits of wider pavement. Eg in Stockbridge there are little patches when need a full stretch and to get rid of bins and other clutter particularly on south side of street.

Need to make protected lanes more robust in order to prevent deliberate vandalism

Only thought must be given to not duplicate existing safe cycle routes. For instance, nobody needs to cycle on Ferry Road at all, as there are good cycle links here already in an E-W direction, and I have often used them, all the way from the bridge at the East end of Davidson's Mains to Leith.

Overall a good idea as traffic is a nightmare as a pedestrian

Please help keep people safe more

please ensure the protected spaces are just that - either by physical measures, or proper messaging and enforcement

Please keep them where they are they are really helpful

retain the open safe spaces anywhere they cause minimum disruption to traffic flow or are on main arteries into the city centre

Safer cycling routes would encourage me to cycle to work

The premise is really valuable but would need to be managed on a more permanent way with proper infrastructure

The road beside my daughter's school Brunstine has now closed off a road to make it safer for children and adults and should stay like that

These things are fine but come at making it harder and harder for people to get around the city on other forms of transport, including public transport

We have to cut down on car emissions so the sooner the new systems are set up the better

We need more cyclists in the streets and fewer cars. They should have specific days of the week when cars MUST not be allowed to be used. It is causing so much pollution and inconvenience to people who prefer to lead a healthy lifestyle!

Would love to see them all stay. Don't back down!

Question 13

Comments in Favour of Removing Measures (111)

1. Concerned about traffic congestion affecting buses reliability once traffic returns to normal levels.
2. Not at all fond of any measures related to cyclists - they just slow down/hold up buses which impacts on bus reliability.

Adam McVey and the SNP should be facing their constituents with this rather than hiding behind survey. Lesley McInnes should never be allowed near transport infrastructure ever again. She is an absolute embarrassment

Adam McVey should have the courage to face the public with these proposals rather than hide behind surveys like a coward

all this has done is move the traffic - not reduced it

As a central Edinburgh resident since 1976 neither I nor any of my neighbours or local businesses were consulted on any of these so called temporary measures. As a Resident Parking Permit holder I and many others have been robbed of desperately needed parking spaces we have paid good money for. As a lifelong SNP supporter and voter I will find it nearly impossible to vote either nationally or locally for them; law abiding car owners are being treated with disregard and contempt.

Awful idea that will increase traffic

bollards and poles for cycle lanes could cause severe injury, and many are dangerously positioned

Cars need flippin roads

Changes to traffic lanes in Mayfield gardens have effectively moved the centre of the road and result in bus and cycling lanes changing sides at points on the way. Some drivers, unfamiliar with the road centre change, risk clashes with oncoming traffic.

Council needs to be honest that these are nothing to do with COVID whereas it's increasing cycle lanes by the back door

Craigmillar beside Lidl supermarket.

Cycle lanes are a waste of space and slows the flow of traffic

ding suggested modifications

Dont trust the council to make this work. Ould prefer them t try one road change

ested modification

Extra space

Feel it's an inconvenience and wasted money. Really hard as a driver at times as it can be tight on some roads!!!

Fountainbridge

Get rid of them all before a serious accident or fatality occurs.

I am happy with the previous painting on roads to indicate cycle lanes. I do not like the current space for people because when there was heavy snow on the cycle lanes, these areas could not be cleared because of the poles sticking up. My partially sighted mother-in-law has almost tripped and fall because of this "space for people". It is a wasted of money.

I am very saddened by this work the state of the roads and pavements around Edinburgh is atrocious. Some of these markings that are bing done just now are being painted over POTHOLE. The money should be bing sent on bringing the current road and pavement network up to standard. It is embarrassing to see the work being done. Even the fixing of potholes and pavements the

standard of work is awful. Please look at this before putting in measures that just cause more problems than they solve.

I do not see how more cyclist make the streets safer. It is very dangerous with so many cyclist on sidewalks, parks and even on Holyrood Park and Salisbury Craggs. You should not put together the benefits of people walking with the danger of having to share the roads with feral cyclist. I prefer to share the roads with cars than with bicycles or scooters.

I don't drive, do not have children, and am rarely out and about in any of the specified streets, so this has very little effect on me

I don't want any to remain - this is ill thought through, and panders solely to cyclists who don't pay anything towards the road network, and ignore traffic regulations anyway, so they will only occasionally use these measures when it suits them - and continue to use pavements etc. when it pleases them

i dont really know, all the places are not beside me so cannot comment

I hardly see any body using them. Waste of time/money in my opinion

I have been staying home during covid so have little experience to make judgement.

I have no objection to cycle lanes or more space for pedestrians but the hideous black and white poles should be removed.

I live at Roseburn and work in town and despite their being dedicated off and on road cycle lanes, cyclists still cycle on the pavements.

I should like to have added a substantial number (more than 5) reasons why the measures were inconvenient

I think it should go back to the way it was

I think that leaving spaces for people in post pandemic times will cause traffic congestions in already congested streets. Instead Council should spend the money for the roads repairs that make Edinburgh looking like a third world country.

i think the pandemic has made people with small businesses harder to live i feel it a world wide scam

I wish for all of these measures to be removed.

I would appreciate if there was more done for drivers rather than everything being around walkers or cyclist

ing suggested modificatio

ing suggested modifications

Introduce rules for cyclists to follow - i.e. no weaving through traffic, must wear a helmet and high vis jacket, no going from road to pavement and back to road,etc

It is hard to find the right balance between providing more space for pedestrians and leaving enough parking space for employees who work in those areas

It is simply a farce

It is sometimes not clear whether some measures apply to pedestrians or cyclists

Made it so much harder for people with disabilities - fewer disabled parking places available and longer distances to cover. As usual disabled people are at the bottom of the CEC priority pile.

Many of the measures are unsightly. I hope that the Streetscape will be improved in due course.

Measures should only remain in place if an analysis of the impact on road users has been done.

More money wasted by Edinburgh council and the Scottish government

more parking restrictions on main roads e.g corstorphine high street

more pedestrian streets in the city centre, the air pollution is getting pretty bad

More priority to pedestrians when crossing roads. Some crossings don't change until after 60 seconds and would like to see more zebra crossings in the side streets

More signages

most if not all the measure should be removed, dangerous and ill thought out, not to mention confusing for all involved

most of the spaces are currently causing issues for both foot and road traffic and are the vast majority are not required as footfall in these areas is low and existing pavements are sufficient

Need to stop cyclists using pedestrian space on Waverley Bridge - it looks like a cycle lane

no every journey I would normally take or have taken.

none of the measures should remain it is a gross waste of Edinburgh council tax payers money especially it is all about cyclists that don't pay any tax for using the potholed roads the floating parking is dangerous. it is well known in edinburgh the council don't want cars in town they would like to have a car free centre of town the council is not fit for purpose

None of them. Cyclists use the pavements now so why should I support cycle lanes. Pot holes in the road are more urgent and important than cycle lanes. Lothian Road has cars parked in the middle of the road and the cycle path next to the pavement. A parked car could be parked and either the passenger or driver gets out. Opens the car door right into a cyclist in the cycle lane. People trying to get into their drives have to cross a cycle path to access their drive. TOTAL WASTE OF MONEY

none of them...disagree 100% what happens when traffic returns to normal...CHAOS..

None should remain - they are dangerous and the fact that the council have taken advantage of a health crisis to install these death traps is repugnant.

None. Abuse of Emergency powers.

Not enough space in Edinburgh. We need no modifications

Not in favour of measures as disabled people's needs have not been considered.

Painting on the road indicating cycle lanes is good enough.

Parts of roads are narrow and dangerous. Crossing cycle paths the get on the bus is dangerous. Disabled parking spaces are in stupid places not suitable for disabled people. I wonder how long it will be til there is an accident that could have been avoided if these measures were not in place

Pedestrian improvements must be given priority, unlike the approach taken so far which is hugely weighted to cycle lanes

people use pavement not cycle lanes

Places For People is negatively affecting Bruntsfield businesses & shops and many may close as a result

Please do not make cycle lanes on the pavements!!! You are taking up too much pedestrian space in favour of bikes. This is unacceptable. Bikes can cycle on the road. It is very dangerous to share pavement with cyclists as many of them are speeding. Please bear this in mind. I understand you want more people to use bikes but why can't they cycle on lanes and road...

please make all roads works made during the night time. Thank you

Please minimise the use of bulky or unsightly road barriers and aim to reduce the density of street furniture

Put thing back to the way they were before the council weaponised covid.

Putting cycling lanes between pavements and parked cars is a particularly stupid mechanism, that should never have been done

Remove all - bad for people and business

Road closures are causing upset to residents in streets that have found themselves on the receiving end of the increased diverted traffic. Drivers are having to cover longer distances producing more pollution and clogging up minor rather than major roads.

road closures cause traffic to be relocated to other busy streets increasing the congestion

suggested modifications

The black and white sticks are unsightly and the road closure drives me mad.

The council didn't clear the snow from the cycle lanes - this meant that bikes and cars were sharing a narrower road making cycling more dangerous. The measures to widen pavements (eg Stockbridge, Corstorphine etc) are no use because they still have kerbs in the middle - so wheelchair, mobility scooter and pram users do not benefit from this. it is now much more difficult for disabled people to get parked near to shops in these areas and the roads are narrowed for cyclists. Stockbridge is just a mess. If the council wanted to encourage cycling they would fix the many potholes on Edinburgh's roads - it is unsafe to cycle after dark. Note that people are using their cars because they are scared of catching coronavirus on public transport.

The crewe Road cycling lane hinders ambulances as cars can not get out the way. Also faster cyclists can't really use these lanes as other cyclists are too slow

The current arrangements are a mess. Existing cycle routes ignored by most cyclists

The cycle barriers on comiston road are dangerous and stupid

the grey clocks that mark out the extra space for pedestrians in Dalry Road are potentially very not to see and therefore to trip over. I'm sure footed, don't wear headphones and have reasonably good eyesight but I've nearly tripped several times. The little lights on the blocks don't give enough warning that some of what's grey is raised and is a tripping hazard. I think they could result in some nasty accidents with oncoming cars. I do appreciate the extra space though. I think it;s particularly at corners/junctions that there could be problems, accidents and injuries.

The motorist continues to suffer

The new weird car-parking in the road with cycle lane inside it, on the Lanark Road between Gillespie Crossroads and Longstone is one of the stupidest measures I have ever seen. As I cyclist, it's massively dangerous with car doors opening into the cycle lane - particularly near the nursery. Please get rid of it - there is plenty of room on that road, and the new measures confuse people and probably increase danger to cyclists.

The permanent closure of Whitehouse Loan at the junction with Strathearn Road is of particular concern to me as traffic is even now being redirected along Hope Terrace and Clinton Road. This situation will worsen as lockdown lifts and schools return normal. Neither of those streets are suitable for an increase in traffic.

The roads are a dangerous place with the insistence of the government to keep bicycles on roads. I'm aware of the highway code and of the constant answer of "no one owns the roads" but down here at ground level, its becoming a major problem. Build more cycle paths and keep everyone safe by not allowing bikes on roads, the reason I mention this is this spaces for people initiative is just encouraging more people out on bikes and when this pandemic is over, the problem will still be here. Also the school parents are basically ignoring the road closed signs around my area which in a place where parking is already limited, its causing real problems. I don't know what else to say?

The roads are too narrow

The spaces for people is a waste of time and money. Its about the council pushing their needs and agenda

There are both pros and cons for each road so it is difficult to decide

There should be none . They're dangerous . Another vanity project for MacInnnes and McVey !!!

There's no point putting measures in place if there are ignored, like at Murrayburn Primary, where the closed road is opened by motorists who want to drive through

These have been forced through without consultation and with little justification while people have been isolating. Done by stealth

These initiatives appear to hardly impact South Queensferry. As usual we are forgotten by the rest of the City.

These measure have been brought in at a time when we are facing a world wide pandemic. So far all they have done is increased congestion, increased my journey time, cost lots of money and painted the road in a ridiculous way. Money would be better spent fixing potholes.

These new barriers that have been put on the roads for cycle lanes do not make me feel safer.

These should be for pedestrians, however the vast majority have been poorly planned and implemented cycle lanes and inappropriate road closures.

They don't help

They often don't make any sense. They affect local businesses because people can't park near them anymore so are less likely to shop local and will drive elsewhere with parking. Places like the braids closures have a massive impact on traffic and serve no benefit for walkers and cyxlists

THIS IDEA IS AN INVASION OF PEOPLES RIGHTS

This new development is completely useless and has to be removed

Those poles intended to protect the cycles will only make it worse for everybody. Please remove them.

Totally unnecessary and prohibitively expensive to rate payers.

Tree huggers gone amok

Unfortunately I have seen very little increase in people using the extra walking and more so cycling area, particularly on the outskirts of the city centre. I have seen traffic queuing which will add to the carmon monoxide problem as traffic is delayed.

Unnecessary and a complete waste of a lot of money urgently needed to repair and resurface roads and pavements

Very poorly thought out and forced on residents without proper consultation

Walking up Abbeyhill is particularly distressing as pollution from vehicles has nowhere to disperse; also one gets splashed while walking there on rainy days. I respectfully request that this is made a more pleasant walking route. It is an embarrassing road, it being so neat Holyrood too..Thank you.

waste of time and money

Well, I'm a normal commuter who predominantly uses public transport and walking. occasionally cycling with more guarded roads would be nice and peaceful as it reduces threat of getting accidents

What happened to free bus for children

What's the point, take Lanark Rd for instance. Council put it out for duscussion/concerns and out of the approx 1300 reply almost 90% was against the proposals but a few weeks later the work started. Obviously it was a done del and the council were only doing a box ticking exercise with the residents

Whole concept is ill considered and a waste of money.

You have taken the opportunity to impose draconian measures using a temporary law. It is causing chaos and I hope you suffer a huge backlash.

Question 20

Comments in Favour of Retaining Measures (14)

All schemes have had some positive benefits with very few significant drawbacks

all the measures serve a purpose. Even where a lane is not full of cyclists, it keeps the cars further away from pedestrians.

I am generally for all measures, except when making more space for pedestrians results in less space for cyclist/narrower roads, making cycling more dangerous

I think all measures should be retained where this is practical and the majority of local residents in those areas are happy with these.

I think we should still have them for the foreseeable future

I would not like to see any of my routes removed at all...

Keep it please

No everything is fine

None should be removed. What should be removed is access to cars in lots of streets.

please ignore the motoring lobby, esp when they pretend they are actually speaking up for minority or disadvantaged groups

Removing any would be a retrograde step.

should remain

The cycle lane on Lanark Road between Gillespie crossroads and Lonsgton

there is no point in just doing this once but not continual!

Question 20

Comments in Favour of Removing Measures (72)

1. Stop penalising bus users with your obsession with cyclists. 2. Do something about the badly sequenced traffic lights in the city centre and at the roundabout at the bottom of Leith Street - they just cause congestion and delay hundreds of passengers using buses.

Adam McVey and the SNP should be facing their constituents with this rather than hiding behind survey. Lesley McInnes should never be allowed near transport infrastructure ever again. She is an absolute embarrassment

Again, please make parking available in again in local shopping communities such as Stockbridge, Bruntsfield and Morningside. The independent shops here are already crippled by government restrictions - the inability for them to receive deliveries or for their customers to park is just another nail in the coffin when they really need your support.

all need removed to benefit business, pollution and everyone

All of them, the money could have been spent on all the potholes. I have not seen more people walking or cycling due to the measures. We may be in lockdown but as many people before lockdown are still on the roads in cars and at the shops

All removed would be best

All the polls sticking out near bus stops because they create a hazard when partially sighted people trying to cross the roads.

All the protected cycle lanes need removed. They are dangerous

As before, doesn't affect me

Braid Road and Links Gardens must be removed given the impact of traffic on surrounding roads. These areas are bad now given its relatively quiet and will be horrendous as traffic rises to normal levels. Bus services must to be hindered by any of the spaces for people measures. The consultation by CEC on the measures has been atrocious in general.

Bruntsfield Place as Places for People increased pedestrianisation is killing Brintsfield Place businesses

chaos again from the council

Complete waste of money

Difficult to work out

Edinburgh council are obsessed with cycle lanes if this is the case then cyclists should have to contribute to using the roads they are nothing but a pest

Edinburgh Council should have spent the money wasted on these measures to repair the roads and pavements to make them safer for all users. Hitting a pothole on a bicycle must be extremely hazardous.

Extended walkways do not work. You have to come off the pavement and this is unsafe for wheelchair users, buggies. Elderly

far too many botched measures. The bus gate at the east end is confusing, you don't see the signage until you are already committed to the road. They maybury road crossing has closed a lane of traffic for no reason at all.

Funnily enough the Council has no money to remove all these impediments so I don't expect any will be removed

Get rid of cycle lane barriers on south Edinburgh

go back to the way it was

Having the road closed by Hermitage just means that only rich people who live within walking distance can enjoy the green spaces as the rest of us have nowhere to park.

How dare the council take advantage of a pandemic to install these woke discriminatory deathtraps

I have seen very little usage of these areas. Only ones I have seen have been standing chatting and cause difficulty for others to pass. This surely has achieved the opposite to what was intended.

I haven't felt the impact of these measures, so have no desire to see them removed.

I would like to see all measures removed a complete waste of time

I've already been in touch asking for the measures outside my flat to be partially removed, I have extreme fatigue which causes mobility problems and can only walk very short distances. It's no longer possible for my family to park their car right outside my door, as a result I haven't been out since January and had to borrow a wheelchair to get from my front door to the car last time I went out.

It seems that you would try to hurt people

Just a waste of money

less money

Make area more chaotic

money would be better spent filling in the potholes

No benefit

Obstructs traffic particularly buses and are a trip hazard - very dangerous - space is wasted and never used - bad original idea

Over taking a bicycle on a road, is terrifying and dangerous as it is. Making roads narrower is asking for more accidents.

Please remove restrictions on Silverknowes Road. There is no reason to make changed to this road. There is plenty of space for all users.

Protected cycle lanes are more dangerous for everyone who uses the road. It was very clear during the recent bad weather that they impede the ability of gritters and ploughs to effectively clear the roads and they seem to collect dried leaves in the autumn. Unless the council will commit to clearing them, they are dangerous for cyclists. They also prevent cars from pulling over and/or parking safely, making travel more dangerous for drivers and pedestrians.

Remove all cycling paths from the pavements. What a silly idea to take away pedestrian spaces in favour of bikes. Very dangerous for pedestrians.

Remove all those ugly poles designed to protect the bicycles but only creating danger for everybody. Better fix the millions of potholes!!!

remove all, impacts emergency vehicles trying to get past and restricts parking for disabled

Remove most of these badly thought out measures. They create annoyance, thereby endangering the safety of all road users. Annoyance on the roads leads to increase in risk of serious consequences.

remove the bolards

Remove them all please

Remove things that are making disabled access difficult

Road closures are causing upset to residents in streets that have found themselves on the receiving end of the increased diverted traffic. Drivers are having to cover longer distances producing more pollution and clogging up minor rather than major roads. Cycle lanes have absolutely NO cyclists in them at various times throughout the day. Where there are breaks in the cycle lanes to let buses get near the bus stops, cars cannot pass because there is insufficient room to pass the bus because of a traffic island in the middle of the road. I have a partially sighted neighbour who has walked into and stumbled over the newly installed cycles lane poles and their fixtures to the the tarmac.

Same in regards to last point. Doesn't give much room for cars and feel they are an inconvenience

See previous comments about removing poles.

So many of these measures are nothing to do with COVID and some of the designs are poor. Impacts on public transport when city gets back to normalcy in the summer will be terrible, ditto negative impacts on adjacent streets from the closures such as Braid Road and Links Gardens. The look of the schemes are generally awful.

Some pedestrian spaces with bollards just don't make sense, as they are in spaces where either there is not enough pedestrians passing, but the traffic is huge(better use it for safe cycle lanes), or the traffic is just too big to take space from the road, hence better to invest in cycle lanes, clearly marked and safe. I support pedestrian spaces in main city centre though.

The bollards are dangerous. They get hit and go flying. Many are too close to junctions. They look absolutely terrible and spoil outpr beautiful city.

The Braid Road closure. I would wish to see it reopened both ways. It's closure has resulted in more traffic on Comiston Road. Our journey to the Blackford/Grange area takes 2km longer if we travel on Braid Hills Road to avoid the hold ups on Comiston Road. We are therefore contributing more to pollution levels which goes against the Council's aims. I fear the congestion on Comiston Road and closure of Braid Road will make it more difficult for ambulances to reach the outer suburbs. Braid Road used to enable residents to make shorter, less polluting journeys and help the flow of traffic. It could be made safer by installing traffic lights at the Hermitage roundabout.

The council should be concentrating their money on other things than Spaces for People which is causing more problems than good.

The council should just be honest with their intentions.

The cycle lanes at the top of the Mound are particularly dangerous. Buses going downhill have to turn left at the Bank of Scotland - and they can't do this on their own side of the road. This is an accident waiting to happen.

The extra space for pedestrians hardly gets used it takes away parking for people to pop into the shops... the shop trade (when it is open is affected by the pedestrian sections).

The measures are counter productive. A cycle lane which is currently being widened has only one or two cyclists an hour using it. Total waste of money when potholes etc go unrepaired

The measures have made it so much harder for people with disabilities - fewer disabled parking places available and longer distances to cover. As usual disabled people are at the bottom of the CEC priority pile.

the present measures are bad for retailers and are accidents waiting to happen.

The protected cycle lanes in Duddingston Road will cause more congestion locally. When schools and nurseries are fully back it will force parents to park in narrower side streets. Although I live within walking distance of the area I unfortunately have to use the car to drop children off at two different nurseries to ensure I arrive in Central Edinburgh in time for work starting. Have the council consulted local residents on the practicalities of this? No. I would hate to be a resident living on the street who doesn't have a drive way but now can't park their car outside their house. Likewise the cycle lanes will actually cause more congestion once there is more traffic in the road. All that has happened at my son's nursery is that instead of parking further away parents now bump up on the pavement, which is a much greater risk to safety.

The road closure at Links Gardens should be reinstated due to the congestion being caused on surrounding roads in the area. There is plenty of space for walking, cycling and other activities within Leith Links itself.

The road closures around Woodburn terrace to the meadows are particularly inconvenient and lead to increased traffic on Morningside road as that is the only alternative route. This in turn leads to worse pollution in that area. Also the space for people on Morningside road has led to the road being too narrow outside the Churchill theatre as the bus stop already comes out in to the road and the new space for people on the other side means that a bus and a car cannot pass each other at that point, leading to more congestion and with the potential for an accident to happen if the two vehicles come too close to each other.

The specific design of the bus stop boarders and cycle lanes on George IV Bridge need rethinking. They are far from ideal and a potential hazard for bus passengers unused to them. The Council received masses of bad publicity about these (reflecting badly on all SfP schemes) because of this ill-thought-out layout. In any permanent arrangement, the cycle lane should pass behind the bus stop, as on Leith Walk.

There are far too many of these restrictions and they haven't been properly thought out or consulted on

These death traps which discriminate against the elderly, disabled and drivers, should immediately be removed. This is not and never will be Amsterdam. The delusion and communist attitude of the council is nothing short of atrocious.

These should be for pedestrians, however the vast majority have been poorly planned and implemented cycle lanes and inappropriate road closures. Braid Road, links gardens and the road down from silverknowes should be reopened. Braid a road and Links gardens are both terrible schemes for creating huge congestion on adjacent streets

They don't help and make congestion worse

too great a disruption to general traffic flow

TOTAL WASTE OF MONEY SPEND THE MONEY ON SOMETHING LIKE OUR ROADS
CRUMBLING INSTEAD OF WASTING MONEY ON SILLY SILLY THINGS

unnecessary

very hard to comment on these issues during lockdown in COVID 19 I am not able to access many of these areas due to the restrictions

Waste of money

Waste of money and likely to destroy local businesses

Question 26

Comments in Favour of Retaining Measures (7)

again keep the least disruptive measures

I can't wait to see that protected cycle lane from Portobello promenade to Musselburgh, that is going to be lovely!!! I would cycle that route every weekend.

I think all should stay in place where this is practical.

If Braid Road is reopened, parking should be banned on both sides of the road between Braidburn Terrace and the Braid Hills Hotel.

more pedestrian spaces

removing anything which makes roads safer for pedestrians and cyclists would also be a retrograde step. Not to mention that a reduction in traffic density and speed will improve air quality

These are better for pedestrians

Question 26

Comments in Favour of Removing Measures (45)

Adam McVey and the SNP should be facing their constituents with this rather than hiding behind survey. Lesley McInnes should never be allowed near transport infrastructure ever again. She is an absolute embarrassment

All completely unnecessary but of course no one at the Council ever listens to what anyone in Edinburgh thinks despite us paying their wages and salaries.

All measures should be reversed and no more put in place

Along queensferry road the lines are being put over potholes!!!!!!

Difficulties regarding all issues

Do not take away pedestrian space in favour of bikes. Thank you

Get rid now

Get rid of them all

get the roads back to what they were built for...traffic pavements are for people..

hate edinburgh council

I haven't really been out much in the last 12 months so it is hard to judge.

I only walk around my house since the pandemic so even if I read on the news papers about the modifications on the roads I did not see most of them. I just do not like so many bicycles everywhere, even in spaces for pedestrians.

I want all measures removed and edinburgh council to fix the many potholes

I would like to know what is the status of the very wide pavement on Niddrie Mains Road. When the road was narrowed, I assumed the extra space would be for a cycle lane, This would be very useful for the new Secondary School in Niddrie.

Is this just to make everything harder for drivers? I don't see anything being done to help them.

It is generally a question of balance between users. Would not be an issue if all roads/pavements could be widened. but most of the measures in place or planned have limited benefits that in my view do not justify the disbenefits to road users

It just seems such a waste of money.

More signages

Most were unnecessary and unused. Money could have been used for better purposes.

not at all keep everything as it is thanks.

Our streets are not wide enough to make cycle lanes, it's a disgrace how cyclists have priority and pay nothing

Please do not turn the Powderhall railway line into a cycle path, please use it instead as part of a new tram/train system to alleviate traffic and reduce greenhouse gas emissions.

Please stop pushing protected cycle lanes. They are dangerous.

Remove all and stop more

Remove them all and KEEP EDINBURGH MOVING

Seems that cyclists, who do not pay a penny towards roads etc, are a priority in Edinburgh now with city council trying to slowly exclude cars. In reality we would love to be walking/cycling to work school etc but the Scottish weather doesn't allow us so cars are necessary..

Some of the measures look horrendous for general traffic flow. A90 and Sputh bridge in particular are so bad

Some of the proposals such as the a90 cycle lanes are awful ideas for congestion and are nothing to do with Covid. They are installations of cycle lanes by the back door

Some of these designs will severely impact movement of public transport around the city such as a90 and queensferry road. Closure of south bridge is utterly bonkers as where is the general traffic meant to go other than onto less appropriate side roads

Stop using covid as a reason to do all this.

The council needs to be fair and actually consult residents before putting new measures in place.

The last thing Edinburgh needs after a pandemic are these measures which endanger life, discriminate against vulnerable people and businesses

The main problem is that these measures will lead to traffic congestion and increased air pollution due to more start-stop traffic.

There are far too many

There are some that I do not know the details of, so am therefore unable to comment for or against.

These measures have made it so much harder for people with disabilities - fewer disabled parking places available and longer distances to cover. As usual disabled people are at the bottom of the CEC priority pile.

These measures only make it more risky for the bicycle users

They are awful - look and feel like third world country - we are being brainwashed into thinking bikes are the way forward when they are quite often ridden dangerously and ignore all road traffic rules with total impunity. Cycling not trendy but cannot replace cars etc as the main mode of transport. Political correctness rules with no real evidence of positive impacts

they are bad for all road and path users - more pollution, less business - no one benefits

totally against spaces for people - this is the minority making decisions for the majority

Totally ridiculous. A wee man in a little office with too much time on his hands thinking up things that are stupid.

Waste of money and based on incorrect assumptions

waste of money, cyclists do not use the lanes. added congestion and pollution of traffic

Waste of money. Unsightly

Well, make cycle users pay

with so many streets closed to traffic...what about electric cars? And what about "filibusses" for public transportation instead of diesel busses?

Question 32

Comments in Favour of Retaining Measures (6)

Again I think all measures should be retained where this is practical

Don't remove it

I am in support of safer cycle routes as my son cycles from Edinburgh to Musselburgh

It is too soon to remove these measures. When a new bypass is built, it isn't then removed when it fails to reduce the traffic in the town it was supposed to alleviate traffic in.

None should be removed. All these measures have brought nothing but improvements to the city.

Why would we want to remove them, given the benefits they will bring in terms of reducing air pollution and making walking, cycling etc safer.

Question 32

Comments in Favour of Removing Measures (47)

Adam McVey and the SNP should be facing their constituents with this rather than hiding behind survey. Lesley McInnes should never be allowed near transport infrastructure ever again. She is an absolute embarrassment

All of these measures should have gone through a proper review and planning phase instead of being rammed in under the cover of COVID-19 improvements

All removed probably

Any measures that stop cyclists running down pedestrians on the pavement and at pedestrian crossings are welcome. Edinburgh council has spent decades widening pavements/narrowing roads - if this is taking any further the city will be inaccessible for local people and stay at home people receiving deliveries.

Complete waste of money, obviously pet projects of officers with no concern for the safety of our citizens

Complicated issues

Corstorphine rd is congested and these measures make it worse

Cyclist can cycle on the roads and lanes.

Edinburgh already had pavements widened for tourists, there is no need to widen them more. The congestion is ridiculous and does not consider locals.

get it back to normal

I don't drive or cycle, so most of these questions are not relevant to me.

I haven't really been out much in the last 12 months so it is hard to judge.

I personally had to give up commuting by cycle after a close shave with an articulated lorry. I continued walking to work until I retired. Now my main source of transport is by hybrid car. (Obviously public transport = buses is not encouraged currently) I feel that the cars are being unfairly penalised, making it more difficult to progress across town and the even larger buses make it more tricky to manoeuvre around in narrowed roads.

Impacts on public transport and general traffic flow from these schemes will be terrible when traffic levels start to return to normal. These schemes are nothing to do with COVID. The schemes should be renamed as places for cyclists given that the vast majority are nothing to do with pedestrians and they ignore the active travel hierarchy

Instead of these measures, build new better roads and have all the potholes fixed properly

It seems that many of these measures have already been pushed through without sufficient consultation with the public. I object to the over emphasis on cycling which is an activity many people are unable to take part in.

just remove the measures

Lanark road already very wide with plenty of space, no cycle lane needed

Made it so much harder for people with disabilities - fewer disabled parking places available and longer distances to cover. As usual disabled people are at the bottom of the CEC priority pile.

more car spaces

No-one should be cycling on Queensferry road at the A90 section, whether with a cycle lane or not - the traffic is too heavy and too fast and it is not safe for the cyclists or the drivers. Putting in a designated cycle lane here will make the traffic far worse and pollution will increase on one of the most polluted roads in Scotland.

Please remove all these appalling measures.

Protected cycle lanes are dangerous.

Protected cycle lanes are not the solution. The roads need real investment and repair, not bollards.

Queensferry road bus lanes after Miller and Carter will be a disaster at peak times driving in the morning after the pandemic

Remove all asap

Remove now before children and elderly people start getting killed

Remove them all and let the city work again for all and not just a vocal minority of cyclists and other lobbyists

Remove them all and put in no more new

Some of these ideas are crazy for use in normal traffic flow. Excessive measures for cycling

Someone has got to pay for these !!!!

stop making stupid decisions

Stop the gridlock, get rid of them all

the cycle lane / parking on Lanark Road are an accident waiting to happen

The lanark road is dangerous with the parkin in the middle of the road.... on going up there I have only ever seen 1 cyclist!!!

The protected cycle lanes on the main A701 corridor (Minto St - Mayfield Gardens - Craigmillar Park) are at the cost of essential bus priority lanes and so should be removed, as there is not enough road space to have both. Bus priority measures must not be sacrificed as that will likely make some bus users return to cars. The previously existing bus lanes work adequately well for experienced cyclists, less experienced cyclists can use the parallel Mayfield Road route instead. Novice cyclists will likely still regard the A701 as too busy a road to cycle on, so these cycle lanes have few benefits and come at the unacceptable cost of the bus lanes on the main corridor south out of the city.

There are far too many

There is already plenty of room on Braid Hills Road for cars and cyclists to both use the road and pass safely. A number of cars have been parking on the road near the golf club car park, but surely some double yellow lines could be painted on the road to deter this. The council could cut back some of the gorse that is bulging over the path to give more space for pedestrians. It also needs to be remembered that the pandemic will end and we won't have to social distance forever, so there won't be any need for people to step into the road to pass others. Too many measures seem to be being put in place in a hurry without the proper consultation with residents and safety planning.

These cycle lanes, alongside the floating car parking spaces, are dangerous for pedestrians attempting to cross Lanark Road. They are also leading to drivers parking their cars in local narrow streets which could cause difficulties for deliveries and emergency services.

These measures are badly planned, poorly executed and take no cognisance of traffic levels returning to normal. They are nothing to do with Covid but installations of cycle lanes by the back door.

These road measures are ludicrous. Not needed. Stop building houses in over crowded areas. Stop painting silly lines on the road. Stop making living conditions unpleasant. People in many areas are going to have to potentially buy permits to park their own cars outside their own houses. Visitors will only be able to get 90 minutes passes. Stop it all. Spend money on the environment, collecting poo filled bins more often, fixing pot holes, cleaning public paths from foliage.

They all have to be removed because they create more danger for road users

they are bad for all road and path users - more pollution, less business - no one benefits and they are dangerous to all users as multi use causes confusion and accidents

Total waste of public money

Trying to create extra pedestrian space at places like Starbank Road is completely baffling. Places where there is already very little room for large vehicles, it just shows how out of touch the council really are.

Waste of money and anti business

What has happened to Great Junction Street in all these plans?

Appendix 6. Results from the Change.Org Petition, "Stop Edinburgh council making dangerous road changes, cycle lanes & parking cuts permanent"

[Back to Contents](#)

- 16,818 signatures (12 June 2021)

Comments (921)

"It will make the roads unsafe for everyone."

"I live on a street where the cycle lanes have been put in. Trying to get in and out my driveway now is a nightmare!"

"Edinburgh council is a bloody joke. Anti car brigade"

"This new layout is horrendous with dangerous parking in the middle of the road and takes away parking for me right outside my house. I don't even live in city centre."

"Edinburgh council are misusing powers and overriding democracy to force through poor designs that do not address the real issues of incoming traffic, badly maintained pavements and roads that are a danger to all users, and infrastructure for the massive

"The council are out of control"

"These are significantly unsafe and totally unacceptable."

"The implementation of this scheme has been undemocratic with zero consultation with local communities. The scheme itself is massively flawed and tainted with bias in favour of cycling pressure groups like Spokes and their extreme anti-motorist agendas."

"I do not consider that it the use of emergency Covid legislation was appropriate. I believe it is potentially more dangerous now than it was before for all road users. I believe a much wider public consultation should have occurred before it was impli

"The sweeping, indiscriminate and entirely unnecessary changes are unwanted by the people of eastcraigs/Edinburgh. They continue to charge us more, reduce our services and now the want to curtail free movement in our own city/neighbourhood. They are in

"The total destruction of Edinburgh needs to stop and the leaders held to account for ignoring a 41% increase in journey times there will be no businesses reopening !"

"These initiatives are being pushed through illegally using covid as an opportunist excuse for the council to pursue its own agenda at the expense of democracy and the needs and wishes of all residents. It's shameful, immoral and likely to cost lives."

"These changes are unsafe and discriminate against the elderly and disabled , limiting their access to their homes and public transport. Consultation required urgently"

"Irrespective of the physical changes being made (which seem often ill-considered and sometimes dangerous), I am very concerned by the approach being taken by Edinburgh Council in these matters. They seem intent on pushing these measures into place with n

"I totally disagree with CEC's approach to these in some cases totally unnecessary changes, without seeking input from the residents who are primarily affected on a day-to-day basis"

"I disagree"

"The implementation of these measures are horrific to disability access. The council clearly are throwing token measures towards disabled people that are ill thought, and display their ignorance towards disability and their reluctance to proactively engag

"These changes are set to impact accessibility to mine and many other businesses by removing a huge portion of on-street parking during what is an already trying time due to Covid - the last thing Edinburgh businesses need is further limitations to custom

"They are downright dangerous."

"I believe that the majority of the local area is already safe for cyclists and pedestrians so the proposals are not necessary"

"This is ridiculous and an abuse of power by Edinburgh Council"

"These Schemes are poorly thought out costing far too much money. With no proper engagement with communities affected. The money should be spent on maintaining Pavement's/ Roads that would benefit all pedestrians and road users."

"I'm against these ill thought out road changes which are not wanted and extremely dangerous. Think again!!!!"

"I need open roads to minimise traffic emissions for my wife who has respiratory problems. Stop/start traffic seriously increases emissions and reduced road space radically increases traffic congestion."

"We need a return to accountability and democracy in this administration. I'm a cyclist, but for me the negative impacts of these schemes outweigh the benefits, meaning that they should only be implemented with proper democratic consent of the communities"

"I have mobility problems and want to park on Lanark Road at the pavement"

"The changes are ill thought out and there has been zero consultation with local people."

"This is a very poorly thought out plan, & the council should consult with the people of Edinburgh about the plans, it is our City."

"I believe some of the changes proposed are dangerous and harmful to the areas."

"I disagree with both the Councils proposals and the total lack of consultation with our neighbourhood, ignoring our objections."

"The vast majority of residents in this area think these plans would be detrimental to their lifestyles and businesses alike."

"The plans for Lanark road are ridiculously dangerous for cars, pedestrian, bikes and people trying to get on and off public transport and in and out of their cars. No thought has been put into how deliveries/pick ups are made or how families get children"

"The proposed changes, some of which have already been made without proper consultation with residents, will cause confusion in Lanark Road where I live. The reduction of street parking will be problematic for residents. Reducing the traffic flow to one I

"It's affecting my everyday life really badly"

"I'm signing this petition as I don't agree with what Edinburgh council are doing in Lanark road"

"even snow plows cant clear them, shambles utter waste of more money."

"In many cases these measures are dangerous and rarely used by cyclists"

"The proposed changes are not necessary."

"The changes in Minto Steet are dangerous and in other parts such as George 1V bridge will cause utter chaos when traffic is back to normal"

"I totally agree that the measures implemented have been badly thought out and detrimental to moving around the city"

"On the Lanark Road as the width of the road for motorised vehicles will be less than what it was prior to the introduction of Spaces for People Scheme, this places cyclists who chose not to use the cycle lane because it has not been cleared of snow or i

"Its importsnt the measures aren't perminant."

"I'm sick and tired of my Edinburgh being ruined by McMeddes, Sinclair, Edwards and the like - on a diversive destructive program."

"Since SfP didn't consult, I requested drawings as the sets issued either side of Christmas (for Longstone Rd/ Lanark Road) had inadequate/ conflicting information. After three requests – dead silence. Clearly SfP is a law to itself and not to be question

"Denise Speirs"

"The decision making behind this is flawed and it needs accepted this is the case before someone is seriously hurt by a cyclist. This is an accident just waiting to happen, if it does I really hope heads roll. We had a family member hit by a cyclist and

"Bad for the locals and businesses."

"The council's plans to close roads,create cycleways in places that don't need them and the same for pedestrian walkways are just ludicrous! The idea may be good ideas but must be done with consultations and also common sense. Moving the problem from one

"There should be proper consultation and risk assessments done. Council vanity at its finest."

"I believe that the council should be carrying out a full consultation and safety audit prior to rushing into implementing temporary unsafe measures on our beautiful streets, with no consideration for residents, businesses, elderly, or those with mobili

"Where do I start ?Firstly, the cyclist's who use Lanark Road, are few and far between. Your lucky if you see one in half an hour.The majority of the cyclist's use the canal.Apparently this is supposed to be similar to Amsterdam! Really ... Amsterdam is f

"Yip turn your back or get distracted in any way and the council /government sneak in and cause the public extra costs, disruption,chaos and don't consider how it's going to work they just love spending and wasting money making out it's for the benefit of

"Edinburgh traffic management is a joke."

"I have experienced first hand, the devastating effect on my business, due to the new cycle lanes."

"These imbeciles are ruining my home city it is very sad to see our beautiful city being destroyed"

"Edinburgh Council are anti car and pushing these Permanent Measures by using Covid Spaces for People as a excuse. These measures have forced people to spend money on a driveway in some areas or park their cars in quieter surrounding Streets. And in my ar

"I want to be able to move over to let emergency vehicles past. I'd like safe spaces for all people, not just the able bodied."

"The typical council never consult properly, but just go ahead and face problems later"

"The council should listen to the public and not just implement changes without the public input"

Name redacted

"The whole system is very suspicious.No consultation. This will deter people from visiting our Capital."

"Edinburgh council are trying to ban cars from the city by the back door with this"

"All this has achieved is to make previously quiet residential roads busy."

"The road closure at Braid Road is ridiculous and causes so much congestion at Greenbank Crossroads and the cycles lane bollards around Fairmilehead are an eye sore and the roads are wide enough for cyclists and vehicles."

"Because the roads are now a shambles because of the changes"

"I believe consultation should take place or at the very least proper safety checks carried out. I have heard various remarks from councillors about the traffic situation that are frankly incorrect."

"The Council need to remember they are elected representatives and need to include the citizens in their decision making. The SfP activities have caused real problems and concerns and should be debated and considered in a democratic manner. The recent sno

"These plans create confusing road layouts for drivers and pedestrians, and potential slow down and/or obstruct our emergency services."

"We need democracy back , council to listen to residents views , and council to stop only listening to cycling and anti car lobby groups"

"Poor design, needs a full consultation to engage with communities."

Name redacted

"Its becomming impossible to get around Edinburgh and councillors are imposing a "green" agenda they did not campaign on."

"These measures have just made life more difficult not easier during lockdown"

"Because I like to help as much as possible"

"Scarce resources could be better utilised.As the petition states , cycle lanes being installed without due care and attention to implications for Businesses / Residents / disabled / emergency services etc."

"I believe these schemes are unsafe and the way they have been implemented is undemocratic."

"It's time Edinburgh Council stopped their War on Motorists..."

"I'm signing this because I agree that edinburgh council is using the pandemic to force through their anti car policy which has continued since their failure to gauge public opinion when trying to introduce road tolls to enter city and wasting millions of

"CEC need to listen to the people and treat Edinburgh residents and businesses with a bit more respect. Half cocked arrangements that do nothing for the amenity of our beautiful city. Just like they have done with the large rubbish bins that litter Mornin

"I am a cyclist and the new implementations have made cycling much more dangerous for me (eg St John's road)."

"I live in Braid farm Road and now travel via Liberton to go to Morningside. What a waste of time and petrol."

"I agree with reasons"

Name redacted

"Utter nonsense. Can't think of a more effective way of ruining local businesses, even in 'normal' times. In the current climate it's moronic."

"Outrageous mess. I have no idea who thinks this is good planning. I understand that we are trying to go greener but totally causing the traffic disruption this is causing is going to end up using with even more pollution due to traffic jams and cars back

"We need to be United to ensure democratic process is followed."

"Edinburgh Council made a promise that its Spaces for People schemes would be temporary, driven only by a Covid emergency. They have misled the people of Edinburgh. Many schemes are dangerous, poorly thought out and make life more difficult for residents,

"All for making the city cycle/walking friendly/accessible but this scheme is not properly thought out and the decisions are being made by only a few people, when we all should have a vote on it!! This affects us all! There are far too many negatives to

"Living in EH10 I have experienced / see the danger and confusion they cause to pedestrians, cyclists, car drivers and particularly the elderly and disabled"

"Far too many areas have been given to this scheme in a day when nobody walks anywhere also cyclists who never observe the Highway Code and pay no tax or insurance"

"There is no need for this! You are endangering people's lives when emergency services can't get to them! There are no issues with our roads but you will cause issues forcing people to use already very busy roads."

"It is not well thought out - I am a keen cyclist & drive a car so hopefully unbiased opinion."

"It is vital that the people of Edinburgh get the chance to contribute to a proper consultation on such a significant change to the City infrastructure"

"Waste of money when other things should take priority like NHS and others"

"These changes are extremely dangerous and unnecessary."

"Edinburgh Council is trying to impose new rules without proper consultation. It is undemocratic and needs to be challenged."

"This stuff needs ripping out. Anyone who actually rides a bicycle will understand - it makes perfectly-safe roads dangerous and confusing. At the moment it's full of half-cleared uneven piles of snow and ice. All they've done is made the roads narrower"

"It's ridiculous that they are making spaces for people, there is no need for this pavements are wide enough as it is, 20 more is only going to cause more congestion and pollution"

"This needs more thought and a long term strategy that makes proper provision for cycles and pedestrians."

"It's bloody ridiculous..."

"Total nonsense. Tired of being dictated to."

"Again waste of public funds we don't have rather than use it for proper use like NHS or schools"

"The Council is just anti business"

"The consultation process is being abused, not enough public knowledge about these actions that all ill thought out and agenda driven"

"I want more parking spaces in the Bristlefield area"

"I am totally opposed to these proposals, I can't think of an area of Edinburgh which has more space. This would be the last area of Edinburgh I would be introducing these measures, which begs the question The current consultation seems to be based"

"I agree with this petition."

Name redacted

"This is so damaging for businesses and residents and has been rushed through without consultation"

"Because my son is a cyclist in Edinburgh and I want to make sure it is safe for him and everyone else who cycles around Edinburgh."

"This is becoming ridiculous and making the roads confusing and more dangerous. Obviously dreamt up by non drivers/car owners. It is also killing small businesses and will empty the city as folk shall transfer their purchasing to where they can park more"

"It's very dangerous totally unacceptable"

"I've seen some of their plans and they're just dangerous with zero consideration for pedestrians, of whom a lot are elderly and disabled. Also no consideration for those who cannot use public transport, cycle or walk. Please stop this madness Edinburgh Co

"I don't believe the cycle and pedestrian lanes have been properly thought out and are actually dangerous. I do believe in safe cycle lanes wherever possible and safe spaces for pedestrians but don't believe that what the council have done is safe. Need

"I think the changes have not been properly thought out and delivered in a devious manner."

"The process Edinburgh Council is following in every 'consultation' is shocking. Since covid they have adopted a dictatorial approach pushing everything through without consultation with residents and stakeholders. We pay the taxes and have a right to be

"I'm signing because without consulting residents Barnton Avenue, Silverknowes Avenue and Parlaway and many other roads have been altered in a thoughtless and sometimes dangerous way. In particular Barnton Avenue at its junction with Craigmond Road South

"This plan is going to have a huge negative impact on local residents. We only have one way in and out of east Craig's and the traffic build up blocks our exit roundabout already never mind closing roads and pushing more cars onto the main road"

"It directly affects me and I am unhappy with the approach and proposals"

"Sick of having the ECC force feed their own pet projects down the throats of Edinburgh residents."

"Its causing more congestion and making visibility poor. Parking is needed to stop issues in side streets where kids play"

Name redacted

"Dangerous"

"This is totally undemocratic and an arrogant move by a council that is more interested in vanity projects and initiatives rather than getting on with the day job of repairing roads and pavements for all and maintaining our wonderful City rather than destroy

"Roads are inadequate"

"These plans are stupid"

"These plans are very poorly conceived, are being snuck in 'under the radar' with little to no public consultation, and will cause far more problems than they will ever solve."

"The road closures in Morningside at Whitehouse Loan will impact on the emergency services getting quickly to incidents particularly the Fire service"

"I'm fed up of this Council not listening to the people who have to cope with all these ill-thought out and dangerous schemes, especially the elderly, disabled, tradespeople etc."

"I want to access the Glasgow Road and Maybury Road without restriction or further impediment. It's about time the council resurfaced the roads in the area, as well as clearing gulleys in /around the streets and pathways in Craigmount/East Craigs and lift

"They need to be stopped."

"Because the Transport committee of the EDC are inept at running the city's roads and pavements under the guise of temporary Covid 19 measures"

"I don't want this as a permanent feature in our streets"

"City of Edinburgh Council are ignoring the very people they are elected to represent with their bullying behaviour. It's about time they listened to the ratepayers of Edinburgh instead of forcing through plans with no mandate. About time these people are cited

"Lack of thought leading to traffic congestion, which on return to normality will cause chaos."

"Inadequate public consultation. Lack of public engagement. Vanity project for councillors' visibility. Inappropriate use of funds - using SFP/Covid emergency funds to effect unnecessary ill-conceived permanent and disadvantageous change. Unbalanced

"Craig's Road is very important to me. Not least because my child attends Craigmount High. I need to be able to access the local area without sitting in traffic for 30 mins out of East Craigs towards Maybury or Barnton."

"It is causing more problems than its solving"

"I am signing because many of the changes are ill thought out and have serious repercussions for ordinary people!!"

"Because it does not make sense."

"I am totally opposed to the current plans which are being pushed through without any consultation, understanding or consideration of everyone's needs . The current proposals are not proportionate and certainly do not reflect the needs of all residents,

"Fed up with this council not listening to the residents."

"I consider the cycle and walking lanes to be dangerous and to have caused many more problems for pedestrians, cyclists and motorists."

"These new measures are not safe and are a waste of public money"

"These "temporary" moves have ruined lives and businesses. Permanence is even worse."

"The council is filled incompetent people who couldn't give a damn about real working people, business's or motorists. They can make mistake after mistake without any repercussions on themselves other than getting voted out by which time the idiotic decis

"Now my gran is unable to come visit as as no parking even though our street was a quiet street with no accidents has cycle lanes on both sides which are barely used"

"It's a joke the liberties CEC are taking."

"Under-consulted, under-analysed, under-used even? Pause for thought ... but don't hold your breath."

"They have made the roads very dangerous for people crossing.Parked cars are practily in the middle of the road so not much room for big vehicles passing."

"As couriers and can't do the job due to stopping restrictions and increased Road closures and diversions etc bus drivers are forced to be closer to cyclists and increases danger for collisions etc"

"Since the blockage of Braid Road and the placing of obsructive plastic poles on Comiston Road/Buckstone Terrace I am personally aware of 6 accidents so far, 4 involving bicycles and 2 involving cars. This is an area that hasn't seen any accidents for man

"I object and think it's dangerous and a ridiculous Idea that hasn't been thought about properly."

"Calling these closures emergency measures is criminal! Edinburgh council should be ashamed of themselves."

"This needs to be a nation wide thing. The government are trying to make motorists pay for EVERYTHING while not addressing the ridiculous wages of they people administering it all."

"No consultations are being carried out."

"We do not want these changes"

"These decisions should be taken after consultation with the communities they affect and the measures I have seen are both ugly and potentially dangerous."

"These changes are hugely dangerous"

"It's totally unwanted and unnecessary not to mention a waste of public funds. East Craig's is already a low traffic neighbourhood"

"Totally ill-conceived, ridiculous and downright dangerous schemes, without appropriate due diligence being taken to evaluate and establish risks and liabilities for ALL pedestrians and road users. This is a Council out of control and misusing funds, abus

"Pure madness and pathetic excuse to widen the road and blocking out disabled bays, loading bays for essential services. And making it more awkward for the buses to stop and us to overtake them at the bus stop. Put madness and do the folk need to be out a

"I'm a strong supporter of cycling lanes, but I'm seeing pavement widening and re-routes which are problematic with no advantages."

"Our council has destroyed our fine city and now putting peoples lives at risk"

"It's ridiculous what council are doing"

"This has made Edinburgh's roads a dangerous joke!"

"This proposal will slow down traffic and cause congestion. Local businesses will be effected. Pedestrians will be subject to more pollution rather than less. Let's spend the money installing electric charging points and promote electric vehicles in our c

"Really dangerous with all these bike lanes and bollards and cars parked basically parked in the middle of the roads because of silly new layouts who thought of these layouts needs a brain check !"

"Cyclists think they have the right to do what they want, no lights, cycles on pavements, avoids red lights by cutting onto the pavements, never look before moving out, no Insurance, no road tax. We need less of them on the roads not cut car space that we

"I am incensed that the council can make these decisons without proper constulation."

"I live in Bruntsfield and work in Morningside. The measures have had serious impact on me and those I care for. As a result of increased parking restrictions and road closures I my weekly mileage to provide care and assistance to disabled friend on high

"Unnecessary!"

"Absolute nightmare trying to deliver with loading bays and single yellows all gone. Many cyclists don't use the dedicated lanes while trying to beat their PB to work/home!"

"The roads are more dangerous than ever with all the changes, road closesures and cycle lanes are a joke as they are not being cleared with the snow so have less room to move in the road.... Absolute joke!!!!"

"I was in Edinburgh last week and it was ridiculous the amount of road and parking places removed for cycle lanes in stupid areas with very few cyclists"

"It a danger to both motorist and cyclist no consideration for elderly more pollution as traffic will be clogged up already witnessed this in Leith links"

"Causing more congested roads and difficult for disabled people"

"we need the roads open so buses can travel normally and i can get back down to silverknowes"

"It's an obvious choice"

"I'm signing this petition because I am fed up and angry with the current council trying to rough ride shot over the people they pretend to represent. They said these measures would be temporary due to covid19 and social distancing but now want to make th

"Waste of money. Will cause. More congestion and pollution. Are these people who thought this up living in the real world. Vote them out"

"No consideration was given to the needs of disabled people to access shops. The disabled parking spaces in local shopping areas are very scarce and it forces disabled people to out of town shopping. I am also concerned about access to local services suc

"These changes are ridiculous. Unsafe, unnecessary and an eye sore."

"how stupid are you clowns at the clowncil safety first and yet you think this is acceptable fecking arseholes"

"Whilst the idea, in principle, may be good. The ways and means that the council has carried it this work appears to be corrupt."

"This Clowncil have demonstrated time and time again they do not care for Edinburgh residents. MacInnes and McVey need to get out on the streets and see the chaos and damage their 'great ideas' inflict. Anyone with an ounce of common sense can see the cit

"This Clowncil have demonstrated time and time again they do not care for Edinburgh residents. MacInnes and McVey need to get out on the streets and see the chaos and damage their 'great ideas' inflict. Anyone with an ounce of common sense can see the cit

"I'm fed up with the council wasting money."

"I am appalled at the behaviour of some within our Council, including their disregard for the law and democratic processes in how they have approached traffic management change in Edinburgh. These schemes were awarded government money to ease the effects

"I feel strongly in favour of the petition"

"I'm angry that they're wasting vast amounts of our money on their own vanity projects"

"Getting to work prior to these implementations were impossible most days which meant i had to leave at least 1an hour and half to get a bus before starting to ensure i was there on time and I only reside a 20 min drive away....once we all go back t

Name redacted

"The council need to start listening to the taxpaying citizens for whom they work, we are fed up of our opinions being dismissed."

"An absolute eyesore that leaves walkers, cyclists and drivers all at risk. Businesses are suffering because customers and delivery drivers are not able to stop fleetingly outside premises. Is this really what small businesses need after a year of hardshi

"Walking in Edinburgh is bad enough without these lunatic spaces"

"Edinburgh roads are a nightmare"

"Minto Street / Craigmillar Park Road is a disaster waiting to happen. A perfectly good 4-lane road where cyclists could ride safely in the bus lane (I was one of them) has become 3-lanes with vehicles weaving in and out of traffic islands and no one know

"Not what the majority in Edinburgh want."

"These precautions are dangerous and ludicrous"

"I'm sick of the changes to Braid Road and Buckstone Terrace."

"This is not carrying out the will of the people."

"They way Edinburgh council behave is appalling. For once they should listen to and work for the people instead of forcing through policies and schemes nobody wants"

Name redacted

"The whole process is completely undemocratic and will highly inconvenience families living in the areas"

"I love cycling but I am also use my car for shopping and visiting my elderly mother in Edinburgh. I use the car to take her for shopping. East Craig's is currently a very quiet neighbourhood and there is absolutely no need to block the streets. Keep Edin

"Corstorphine high is less safe.. And I've just driven to warreston crematorium. On why I consider to be dangerous rutted roads dodging potholes. Third world roads!!"

"I do not agree with many of the council's proposals and also strongly object to the 'targeted' supposed public consultations which only ask selected groups to comment on schemes. It is discriminatory biased undemocratic and falls well short of standards

"With a return to normal, pre-covid traffic levels, the demarcated bits of road to be used by pedestrians and cyclists (especially pedestrians) during covid restriction times will be unnecessary. If made permanent, they will add further to congestion, del

"I'm a business owner and a car driver. There's not enough parking, free or otherwise as it is. The cycle lanes are barely used too. As for the social distancing aspect again the lanes are unused."

"The unacceptable congestion caused by closing braid road, resulting in increased pollution at morningside school and bus travel time has increased significantly. Also by closing the road you just move traffic to other areas and have caused a rat run via

"Because you have no idea how the transport infrastructure in a city works. Closing main road DOES NOT IMPROVE TRAFFIC."

"My objections have fallen on deaf ears with the council who are obviously not listening or addressing constituents concerns. I find it baffling that they can actually congratulate themselves on a job well done when it's caused more issues to problems tha

"I hate Edinburgh council fucking idiots"

"Craig Miller Park is dangerous. The amount of times car drivers have just about collided with buses because they cannot understand the merging lanes.Its only a matter of time until there is a serious RTC"

"I believe the Council is creating solutions to problems which simply don't exist in the majority of roads they have targeted. The CEC must consult the public properly so we can collectively improve our city. I would suggest starting with the quality of t

"They are not required, they increase traffic congestion and pollution and are dangerous for cyclists."

"Because i wish to stop Edinburgh council making spaces for people permanent.It is dangerous and has caused alot of accidents.."

"Not fit for purpose this council and they're hare brain plots & plans. Ruining the city"

"It is not a good idea as it is dangerous to drivers they are to close to each other and I dont feel safe walking in these extra spaces to close to vehicles"

"These changes are pointless and dangerous. Spend the money fixing all the dangerous potholes instead!"

"I don't think these changes have been thought through. Of course I welcome better access for pedestrians and cyclists but so many of the changes are actually endangering those very peopler are unnecessary or inappropriate. Hell for those who can't use bi

"SO dangerous!"

"Councillors do not have the best interests of their constituents as their main concern. Pandering to PC wokeness has always been their number one concern"

"Deluded councillors not listening to the people,"

"I disagree with the current actions taken which have caused more problems for drivers getting around."

"Bonaly Brae seems to be a target for a traffic ban. I found out about this by accident. No notification to residents. Why? Bonaly Brae, apart from the rear entrance to the primary school, does not lead to anywhere else e.g. The Pentlands or local amenities

Name redacted

"No thought has been given to the disabled or the elderly"

"Implemented without real consultation by unelected officials who have run away with their egos with the support of certain radical councillors."

Name redacted

"It's dangerous, expensive and makes our lovely city look horrendous."

"The restrictions will increase traffic congestion thus increasing air pollution."

"This is not aligned to the Disability Discrimination Act and is an abuse of emergency Powers. This is elitist and makes an assumption that everyone is able to access local facilities without use of their car."

"It's an eyesore, proving dangerous in some areas of the city and needs a complete rethink on how the money still available can be spent and utilised."

"The SNP council have no interest in the people of Edinburgh and have repeatedly shown a complete disregard for disabled people"

"Quite simply these changes are a danger to all who use them and the congestion will be horrendous when normality resumes"

"I live in Muirhouse and what the council did here is stupid. Those people who approved it they never been in this area and now clue how many people actually cycling and how many people are driving in these roads. It works in theory but actually it was was

Name redacted

"Not the time to be making permanent decisions"

"The Council are discriminated against the disabled who have few options in favour of cyclists who have many options"

"The restriction on traffic is for the benefit of a miniscule proportion of road users, will cause congestion and increase roadside pollution. You just need to look at busses on Morningside road as an example."

"The changes are more dangerous for pedestrians and car users alike"

"As a cyclist I find using bollards to block cycle lanes is more dangerous. A faster cyclist can not over take you, wet leaves and snow collect in blocked cycle lanes. Please stop spending money blocking roads for all to use. The roads would be do much sa

"I'm signing because it is necessary !"

"The council constantly undermines the majority in favour of the shouting minority. If we had a Mediterranean climate this might make sense, but for 8 months of the year this infrastructure is untenable. The resources could be far better spent getting rid

"I disagree with the way the council has implemented these changes and I think they make the city more dangerous for people, cats and cyclists."

"These schemes were intended to be temporary."

"The widening of the pavements are in most, so unnecessary, making the roads really quite dangerous, both for people trying to cross and for drivers. There is now nowhere for walkers to walk safely, as there are bicycle users zooming by everywhere, with n

"I live in the area and this hinders locals it does not help anyone"

"These measures are confusing and ill-thought through. Yes they served a purpose to support social distancing but they need better thought out before being implemented more permanently or extensively. Our own experience is that they make roads more danger

"I disagree with changes made. The reduction in parking affects local residents & parking bays on the inside lane next to the cycle lane are an accident waiting to happen."

"I think it is lethal and needs to be dealt with before the unspeakable, inevitable happens, please."

"They are killing Edinburgh with these stupid measures"

"The road changes being railroaded through by council dictators are just a nightmare. COVID 19 seems to have given them free license to do whatever they wish - painting lines on roads for cyclists only, erecting bollards on cycle lanes for a select few, t

"The Council's behaviour is atrocious. We live in a democratic society and these changed should not be pushed through without proper consultation."

"The people of Edinburgh were not consulted and some of the changes are dangerous to users."

"I think the council are wrong to impose this"

"It is the same here in Glasgow. Glasgow shitty council DON'T want cars on the roads but it is the car driver who paid and continues to pay for the roads. Instead of this scheme they should have spent the money repairing the pot hole, etc. The cyclists ha

"Brunstane Rd is being closed under Covid regs against the will of the wider residents (84% against) and objections by the emergency services."

"The measures are not safe for public or traffic"

"These plans are I'll thought out and the voices of local people are not being listened to."

"I specifically chose and moved into a property in February 2020, that met the needs of my disabled husband and his frail disabled mother. The house was chosen because it's within a residential green suburban garden area, that had a wide road, wide pavem

"The road changes are an absolute disgrace. Making life more difficult than it should be."

"Because these ludicrous "spaces" block roads and congestion our streets even more than normal. Idiotic scheme, benefits only a small minority"

"The scheme is causing chaos and danger on the roads and when it snows or is icy, it is unusable."

"They cause more accidents cyclists hit a pothole then islands of lanes"

"Londin has been Grid locked by the idiotic cycle loving mayor. Pollution increases when a city's traffic grinds to a halt."

"EDC has acted beyond its permitted scope and is ignoring the needs of the majority of the residents who are essential car/vehicle users."

"The plans presented by the council are not based on a true and honest community consultation. They are at best badly thought through and at worst incredibly dangerous."

"The roads are in a terrible state & this does not help.Small businesses are suffering throughout this "transformation" Usage of these new features is extremely low."

"This is undermining the democratic process"

"This will increase congestion and is a accident waiting to happen. Improve the paths, fix bridges on the water of leith and canal if it's really to benefit sfp"

"It's a lot of Shite."

"This is concept is being pushed trough with little or no consultation. The target would appear that cycling or trams being the only option come 2030!"

"Poorly thought out infrastructure, benefiting only cyclists. No consideration for residents, businesses, disabled, non-disabled elderly, conservation area or delivery drivers."

"I am signing because the City leaders are clueless about running businesses and everything we have said , questioned , and offered our side of the solution have BEEN TOTALLY IGNORED since the start of the INITIAL RETURN for businesses after the first LO

"They are stupid and useless, total waste of money even pedestrians don't think they are needed"

"This scheme is dangerous to cyclists, motorists and pedestrians. Like "smart" motorways, it will result in injuries and possibly deaths. Poorly thought out!"

"Everything the council did with these crazy schemes under the cover of covid was ridiculous and embarrassing for them. Millions of our money wasted which makes it dangerous for many to leave their houses or to get access and will undoubtedly affect busin

"Lack of consultation on the project and was brought in as temporary measure during covid. Never meant to be permanent and just causes traffic jams along the areas affected."

"Please concentrate on pothole repairs. They are a disgrace."

"Edinburgh is incredibly busy, needs to be safe for everyone."

"So many of the temporary measures are I'll advised, making them permanent, will only compound the errors."

"I care about life!"

"I was seriously injured due to tripping over the base (grey on grey!) of one of these bollards on Bruntsfield Place. Had I tripped in the opposite direction I would have careered straight into oncoming traffic. I did complain to the Council but have not

Name redacted

"No consultation.. dangerous around my area.. as cyclists have to dodge potholes!!"

"I strongly object to vendetta against drivers that are restricting where Blue Badge holders can park."

"I'll conceived and in my opinion just an excuse to force through their agenda to the detriment of many"

"It is already bad enough accessing Edinburgh for those of us who find public transport difficult or impossible to use for our journeys; soon this city, already unfriendly enough towards visitors and those from outside the city will become a no-go area."

"I'm signing this petition as in this pandemic period the Council are making decisions on road closures etc without a comprehensive traffic analysis; developing cycle lanes with no creative thinking to take them off main roads etc etc etc"

"Shocking, nearly had an accident today driving down Minto Street. The driving lane ran out and I was nearly hit by another car getting into the bus lane. Gilmerton Road no better with bollards so badly positioned they could could a serious accident. Plea

"I am sick of the lunatics running the asylum any longer. How come the council can find money for Spaces for People but nil for roads?"

"Our roads and streets are fine the way they are. The changes that are being made in some areas are dangerous."

"I think the city is being served very poorly on this issue. As if we didn't have enough to concern ourselves with at the moment. Many local shops, who have suffered badly due to Covid 19, will be unable to reopen as they will being caught up in the expan

"It is a hairbrained scheme that benefits the few to the detriment of the majority."

"There should have been more open discussion about this."

"Lanark road already congested with parking in almost the middle of the city bound carriage"

"It's amazing how they are always struggling for money except when it comes to making bad traffic management changes n"

"There has been poor information on what they are trying to do within transportation in Edinburgh... because most of us are not travelling to & fro into various areas within the city ... we are not seeing if the legislation of new regulations of transport

"I work in Edinburgh and have to drive through because of my hours - the scheme is a mess."

"As a driver, it is the worst designed system ever!!! Dangerous to both cyclists and drivers!!! Get rid ofnall the plans!!!"

"This will just lead to more traffic delays, greater pollution and less parking availability for disabled drivers and able bodied drivers and less parking available for shoppers to support local businesses."

"Councils, everywhere, need to remember that their salaries are paid by residents, and that it is, in any event, incumbent on them to serve, not trample on the people whose views are paramount. There will be elections, not long hence. Ask the candidate

"I am opposed to anything which hampers disabled and visually impaired people"

"Well done Edinburgh council for wrecking a beautiful city .Always claiming poverty but always find millions for numbskull ideas when it comes to transport and showing utter contempt to the people you claim to represent.I was astounded when I heard that

"Planned by monkeys. Am all for sensible road management, but current logic and implementation is laughable"

"The roads in Edinburgh are dangerous enough without adding ridiculous safety measures to thrm. More cycle lanes would be great but do it properly."

"The roads are an utter disgrace roads are meant for cars!"

"The council are corrupt and have used a devastating virus to push through unpopular plans. They should be ashamed of themselves. Noted that the City of Edinburgh Council are now colluding with East Lothian Council to try and extend cycle routes from the

"The whole project is a bad idea"

"Edinburgh hates cars and is forcing their poor and overpriced public transport on us."

"I am fed up with this council's idiotic ideas."

"I am sick of this council not listening to the people of Edinburgh."

"This is going to cause so much disruption to traffic car owners pay money for our roads and yet get very little thought from this government maybe spend money repairing the roads instead ."

"Think they are dangerous as a pedestrian I do not feel safe with speeding cyclists on electric bikes"

"I cycle myself and this was a very bad idea from beginning"

"Once traffic back to pre Covid levels will be a nightmare"

"When the city starts to busy up again, the increased traffic on narrowed roads will create havoc. As well as huge delays and congestion, people will be put off travelling into town. The economy has taken enough of a battering thanks to lockdowns and rest

"Edinburgh road system a shambles for both drivers, cyclists and pedestrians"

"Causes a risk to pedestrians with mobility issues, causes issues and risk for motorbike riders. Ineffectively planned."

"I agree with all the points made in the petition."

"At present the changes have severely damaged traffic movement in the city and have made many areas a single lane. Cyclists travel both ways in cycle lanes against the traffic and with the traffic Name redacted"

"These measures are unnecessary and have caused endless problems and accidents apart from the unsightliness of them."

"Object to wasting money on projects that inconvenience MOST people who do not want these changes."

"Agree with points made in the petition"

"Fed up with road closures all the time"

"I feel that the spaces for people changes have made edinburgh city centre roads more dangerous. Forcing parking into smaller and unsafe areas which restrict visibility to those exiting side roads; holding up traffic with no space to pass safely; and givi

"Besides the potholes and shitty pavements, things were just fine the way they were before all the change. Too many things to complain about to type out. Fucking disgrace and dangerous"

"The council is hiding behind these fancy ideas to cover up the fact that they are inept at keeping the roads pothole free and safe. I am a cyclist who commutes from Bonnington/Leith to RIE everyday and the main problem is the potholes, they also introduc

"My business has been affected!!"

"There was little or no consultation in advance of these far-reaching and often dangerous measures being introduced. The impact on residents, businesses and the environment seems to have been ignored. I have witnessed considerable traffic congestion, w

"Not enough thought has been given. I stepped off a bus on North Bridge and was nearly hit by a cyclist. She fell off her bike avoiding me. She was on the pedestrian walkway because she felt unsafe on the road as it was very narrow."

"Edinburgh Council need to realise that not all of us have 9-5 working within the City jobs! Some of us work unsocial hours outwith Edinburgh and using Public Transport is not an option. This scheme has been pushed through without any apparent consulta

"This is not necessarily, decision of the Edinburgh Council is ridicules. They didn't even ask public about this and they make decisions behind closed doors."

"As someone who has been knocked over by a speeding cyclist and ended up in A&E i am convinced we need better provision for both cyclists and pedestrians not this ill thought out piecemeal approach where there may be a 100m of pedestrian space then 200m f

"So many of the cut roads are very dangerous for people, cyclists and drivers. Driving on many occasions i perceived these roads could lead to accidents."

"The council needs to rethink its plans and what it decides to develop and build, if you have signed this petition then you might also feel strongly about developing at silverknowes and ruining a peaceful location!! <a href="http://chn.g.it/7BYLw7mB" rel="

"The council just not listening like a few others."

"This lousie corrupt Thieving councillors Has to go . They are illegals the act against the residents interests ."

"This damages businesses in the heart of Edinburgh and in many cases makes things more dangerous rather than safer. It's just wrong."

"Thoughtless changes causing problems and bad for the environment!!"

"Edinburgh council is a joke. The number of small businesses that have been affected by the lack of parking for their customers and access for deliveries and collection as a direct result of these pointless bollards that no one uses and which I have witne

"Sick fed up of this marxist dictatorship slowing Edinburgh's roads down to a crawl and leaving them in a dreadful state full of pot holes and cheapest of tarmac. Get this lot out and get Edinburgh moving again."

"Dangerous, impractical and a complete waste of money."

"High streets are slowly dying as it is without restricting access further"

"It looks really dangerous and unplanned/ unthought out, terrible for those with poor mobility / eyesight."

"Poor governance, full-stop!"

"As a cyclist, having the cycle lane between the pavement & parking, especially near nurseries, poses a real risk of children & passengers standing in or opening doors into the cycle lane. They are expecting to get out on a pavement. Having the cycle lane

"These traffic measures are dangerous"

"These restrict movement and are dangerous. They are stopping shops from having custom from anyone who needs to drive to their area because of age and infirmity, as buses are utterly inadequate and stops too far apart. Edinburgh survives because it is a b

"Please don't ruin the beautiful Edinburgh roads by putting these horrible billiards & narrowing the road"

"Very concerned about inadequate parking, often near the middle of the road, for older people, disabled, parents with prams/young children, and delivery vans etc Whose idea was that regarding safety? Local businesses being affected by lack of parking wh

Name redacted

"Inadequate safety assessments, no thought for disabled and elderly people, and ignoring over 10,000 objections - says it all"

"It is an ill thought out plan and will increase the risk of accidents and cause a lot of problems for the elderly and those with young children"

"They are not safe"

"If it ain't broke then don't try to fix it. Do local authorities ever think of the people who will be badly affected by their messing with what has worked for years."

"I'm signing this because of grave concerns that Health and Safety of the public especially the infirm, blind, elderly and disabled has not been considered and accidents have happened!!! Also it affects bus stops in certain areas where you step towards o

"The measures being imposed are ill thought out. In most cases the measures are not needed and causing serious impact and safety issues in other areas."

"This whole process is completely underhand by the council."

"It is dangerous and not feasible when traffic is back tto normal after Covid. All it does is cause tailbacks which means cyclists and pedestrians and breathing in more exhaust fumes"

"These changes make it dangerous for me collecting my child from nursery"

"The elections are impending, DO NOT VOTE SNP, DO NOT VOTE LABOUR. Decide for yourselves which of the other parties to vote for, bearing in mind which party is propping up the party you do not want to vote for. Maybe we will then get a council that is FOR

"The suggestions are just dangerous"

"I feel that there is minimal consultation and these changes are being driven by a lobby group who are focused on a cyclist agenda."

"This does not provide adequate parking for residents."

"Sleekit decision making by an incompetent self serving Council. It is now very dangerous to drive on the roads; unsafe at bus stops for passengers, and does nothing for the cyclist who sometimes weave all over or jump red lights. Why change Ferry Road wi

"I object to the road changes being made in the North West of Edinburgh. The changes are going ahead in spite of local objections."

Name redacted

"It is creating chaos and slowing traffic to a frustrating level and cyclists don't like it"

"Don't feel these measures are safe for cyclist or pedestrians or drivers also"

"Yes"

"It is dangerous and honestly it's a complete mess."

"I disagree with the councils approach of using Covid as an excuse to force through changes. The way they are playing fast and loose with Council funds and wasting money putting in measures and then removing them when they do not work. I am all for Spaces

"The council kept proportionally the least amount back of all councils for removal of these measures meaning their plan was to make many permanent all along. This shouldn't be done without proper democratic process rather than pressing on with their anti-

"Decisions like these should be correctly debated and not pushed through without the proper consultation and taking the views of the majority into account."

"These changes along with many more make living and working in Edinburgh more difficult for residents - I own a flat off Easter Rd. lived there for 10 years and now rent it out. We don't all live in a world that ends at the bypass, we have the right to be

"edinburghs road network is turning into a shambles, councillors who dont listen to the general public who elect them."

"I object to the Councils plans and the underhand way they have been introduced"

"I struggle to find a parking space and I pay for a resident permit."

"It time the council were held to account for their crackpot decisions. Just remember who brought these changes about when you vote in the next council elections"

"I'm affected"

"I'm signing because the works being done are so disruptive and do not meet ANY objective. Eg in Barnton Avenue, there are bollards to widen walking and cycling spaces, but theswe are interspersed by parked cars, and concrete blocks (which prevent cyclis

"Bus-using disabled people are not being considered when bus stops are being continually moved. Folk with mobility problems need to know where to get on/off without having extra obstacles to overcome."

"CEC get away with cutting corners all the time without repercussions. They should be focussing on real issued such as the housing crisis and not wasting our money on this."

"In my view it is not achieving its objectives and is causing significant delay and more importantly pollution There does not appear to be any £ to put things back when the TTROs expire"

"the artificial slowing of traffic massively increases pollution, both in the form of emissions that are harmful to human health, and the increased CO2 emissions that are some 8% higher at 20 mph than at 30 mph."

"I am unhappy and don't agree with it"

"These emergency measures, many ill thought out and confusing for all, should not be made permanent without proper consultation"

"Robust active travel infrastructure must be designed properly without short cutting the process. Safety assessments at all stages are critical. Local people must be consulted. Businesses at the centre of our economy need customers to access them so they

"The cycle lanes are nothing but a joke. Maybe fix the potholes first eh??"

Name redacted

"The spaces left for cars to travel through have not clearly been thought through, don't get me started on trying to pass a bus"

"Unnecessary barriers everywhere in a city with terrible road surface conditions and not enough space for all the road users-cycles, cars, motorbikes, busses, lorries, trams!!!!"

Name redacted

"Edinburgh Council have an arrogant, non-listening, "we know best" attitude towards the public who pay their salaries ! "Consultations" are just window dressing, held after the decisions have been made and started to be implemented. They are shameless in

"This idea is the worst idea, it will cause more congestion, it causes dangers to pedestrian crossing roads as the have to cross cycle park and parked cars before they even get to the road"

"It is so unsafe for pedestrians Also with the bad weather last week I don't know how there were no fatalities on the main road from buckstone to Morningside as it was so narrow with the bollards and mounds of snow Edinburgh wastes so much money on things

"They are dangerous!"

"I live in corstorphine and do not think the proposals will solve anything"

"What the council are doing is a complete waste of resources and a remaking changes without consultation or due consideration"

"I am an NHS Advanced Nurse Practitioner who has to travel to work in the present restrictions. Cycling to work has become more difficult since the narrowing of roads has been implemented. The cycle lanes were not cleared of snow, cars pass too closely

"These arrogant councillors who by the way were elected by 'us' the normal people , think they can do what they want without any due regard for the people that are living in the area, these temporary measures are all a lie, and they need to be reversed,

"I drive a truck in Edinburgh and on George 4th Bridge we are forced to stop blocking the road because there is nowhere to park and its a main bus route. At present you are told to stay at home so why implement this when no-one is meant to be walking the

"These are making roads worse"

"This is a poorly implemented scheme with no public consultation and badly lit cycle lanes Narrowing the road on main ambulance routes to the hospital is crazy Spend the money on the Edinburgh suburban rail route"

"I am a local resident who believes that most of these measureas are unnecessary, are in danger of becoming permanent without proper democratic process and will damage local business and community services and amenity."

"I'm disturbed that the council are not listening to communities and their needs. Cycle lanes are being prioritised over bus lanes which is incredulous that a minority in the community are getting precedence over a majority of users, makes no sense."

"I work in Edinburgh and it is a nightmare to get around! Any road changes must be consulted upon and not done on the whim of the council!"

"The council are killing Edinburgh. The narrowing of road lanes and all the barriers look awful and in my opinion are dangerous."

"There is clearly no need for these measures to stay in place !! Dangerous and not useful at all ."

"These draconian parking restrictions are destroying small businesses as well as spoiling simple pleasures like accessing my favourite local shops."

"I do not think this project is changing our road system for the better."

"I'm signing because these non emergency measures are being pushed through under the cloak of Covid and the citizens just won't be fooled."

"These changes have resulted in chaos - driving traffic onto fewer roads can only mean increased congestion."

"There are little enough places to park/load vehicles in most of these areas as it is and this has only been made more difficult with the introduction of this scheme, which seems to be nothing more of an inconvenience to local businesses and drivers."

"Many of the changes to date are poorly thought out and some are dangerous. There must be consultation."

"The approach is ridiculous on many points - in snow bike lanes can't be cleared properly. Floating bus stops are dangerous. Narrow roads can be dangerous."

"I'm signing because of the mess and upheaval CEC are making in our community between people spaces and now on top of that no parking in front of our own doors when we are a good distance from main roads. This will cause real problems to the village enviro"

"Disabled access should never be compromised and businesses have suffered enough during pandemic without making them less accessible"

"I do cycle in and out of Edinburgh regularly and have experienced the "temporary" measures put in place for covid. While I'm all in favour of creating more safe cycle routes/lanes, I do question if the people designing these actually ride a bike? This ne"

"These measures have caused serious congestion and dangerous parking in side streets around my childrens primary school and made it unlikely to allow them to walk to school unaccompanied through fear of them crossing what were once quiet roads with clear"

"Roads are like Baghdad"

"Live and drive in Edinburgh, very frustrating!"

"I believe the council has acted unlawfully and against public interests and wishes. The changes made to the roads in my area are dangerous and unnecessary."

"These proposed changes costing c. £5million, I understand, are completely pointless when they force vehicles down quiet residential streets, when cyclists are likely to come to harm with the myriads of potholes and pedestrians can trip on the badly maint"

"Ridiculous changes for the worse"

"The council are taking liberties with this to suit their own agenda"

"Some of the changes made are frankly ridiculous and dangerous, and should never have been put up temporarily, never mind permanently."

"Seeing the wind and rain today confirms that the solution can't be focus just on cycling as that is not inclusive it must focus on BUSES"

"Whilst most cyclists pay attention to other traffic on the roads, others don't. Seems more consideration is being given to cyclists than vehicles."

"These r dangerous"

"I don't believe these are necessary and will lead to increased risk of accident."

"The changes being made will make parking extremely difficult and lead to dangerous parking & public hazards."

"A lot of cycle lanes are more dangerous both for cyclist and drivers and the exit points. Now cars are being made to park in the middle of streets beside cycle lanes, this makes cars look abandoned and dangerous for pedestrians exiting their vehicle and

"We never received any communication from the council prior to the changes in Lanark Road and only knew about it thanks to a neighbour. We now have no parking and there has already been one bike accident since the changes! I even saw one cyclist completel

"This impacts my Mums road. Drop off with my toddler now dangerous as can't get parked or if we can can't get our pram out the boot"

"Should be filling all the dangerous pot holes instead of wasting money on cycle lanes."

"It's a danger and causes congestion. How do emergency vehicles get through. Problems for small businesses, a total waste of our council tax when roads are dire and in need of repair. Clowncil at its best !"

"The changes have been done in an arbitrary, ill-informed manner without actioning local concerns or objections. Some of the changes are also, clearly, dangerous"

"Being disabled I depend on my car to get around but have no longer access to several businesses as the parking facilities have been removed in favour of cycle lanes & wider pavements all to benefit those who are fortunate in having no disabilities to cop

"I live off Comiston Road and find it more dangerous than it was."

"I walk, drive and cycle and it's an unsafe mess out there."

"Tried quiet route today and discovered that road surfaces which might be ok for cars are not ok for bicycles. Surely they assessed the state of the road before doing this."

"It's a waste of money, is extremely ill-planned, is bad for local businesses, causes more traffic and bus jams, and is only done in the name of establishing fashionable "green credentials". I'll perhaps re-consider when I see the Lord Provost step out of

"I want to live in an independent Scotland not exist in a police state"

"I own a shop in Stockbridge and the changes are hugely detrimental to my business"

"These people who passed this legislation should be sacked from there position, absolute waste of money ."

"Difficult working as a community nurse my car is essential in order to do my job.Restrictions Will impact heavily on me and my colleagues getting around."

"Pushing through these schemes without proper consultation is outrageous. Secondly, if the council wish to make Edinburgh a safer, greener city and more pleasant place to live/work, I suggest they start by properly gritting roads/pavements in cold weather

"The council's actions are undemocratic and do not stand up to any form of scrutiny for them to be the basis for long term change."

"I feel there is more priority given to cyclists who pay no insurance or road tax. As well as giving them more road space they now think they own the pavements.....also cycling in pairs is not on. They need to pay for a registration plate, be suitably

"I'm signing because I believe the council is trying to pull a fast one, using the excuse of COVID related adjustments to implement ill designed and ill thought out schemes with inadequate public consultation. It's another abuse of their powers and pays n

"I consider that East Craigs is not n area which has a high traffic flow and the proposed plans cause dangerous road junctions, high pollution and unnecessary problems for people with mobility problems"

"Their idea is dangerous and crazy."

"I would like safer roads but with consultation with residents. There must be some common ground and not impose these road restrictions under current covid legislation."

"I don't agree with temporary measures being made permanent without proper consultation."

"This scheme is totally inadequate. There have been a few accidents on Comiston Road involving cyclists and pedestrians the very people this crazy council are "supposed" to be helping."

"It would appear that the council are so wrapped up in their own self-interests and ideologies - painting lines on roads for cyclists only, erecting bollards on cycle lanes for a select few thus narrowing the roads even more. These road changes being rail

"The people should have been consulted and this is just a wast of money should have fixed pavements and roads instead"

"Name redacted These measures aren't needed . And are dangerous . They aren't maintained in my area they get a sludge forming and can't use them . I have seen people slip and fall as a result . I need the car to do shopping and have had to travel fu

"The spaces are useless and ugly. I haven't seen anyone using them and the pillared cycle lanes are too narrow and dangerous."

"I think the whole idea is ill thought through. It is not joined up thinking. It leads to more congestion more health problems. Edinburgh Council would be better spendin money on roads 1st before someone gets killed in a pot hole"

"As a cyclist, the narrowing of the road space has made it more dangerous. The new dedicated cycle lanes are a travesty. 1. they are not gritted or cleared of snow forcing cyclists to share an even narrower section of road with main traffic 2. path weaves

"Very Important"

"I consider these measures to be wrong, inappropriate, in the wrong places and been bulldozed through without due diligence having been done. I do not consider these measures to be in the public interest as they are not the best measures. I consider fund

"Council now consulting on this so leave your views at
<https://consultationhub.edinburgh.gov.uk/bi/retainingspacesforpeopleconsultation/>"

"This I'll thought out scheme carried out under cover of the COVID restrictions has had and will continue to have a material detrimental impact on residents, disabled and businesses who are already hugely effected by COVID. The Council need to be brought

"It's a ridiculous idea!"

"I object to the ridiculous narrowing of roads making the use of the whole road system for pedestrians, cyclists, motorists, etc much more dangerous for everyone."

"What a waste when roads and pavements just look at Princes St,are in a dreadful mess. Our Crescent has been dreadful since the traffic was diverted for the tram work."

"This is potentially dangerous and, speaking as a disabled person, is entirely discriminatory to the disabled and elderly!"

"Feel free to introduce spaces for people along Seafield Road where Arnold Clark take over the road (massive car transporters) on a daily basis making it impossible to cycle/drive safely."

"Does not take into account disabled or people who are not able to walk or ride a bike. Total waste of money, better spent repairing the roads and getting rid of potholes."

"The Spaces for People scheme was ill-thought-out and causes far more problems than it supposedly solves. Scrap it now."

"Is the council wanting to keep the spaces for people because they blew their full spend installing these areas and have left no money to remove them? I think they have been a pointless spend and should be removed for safety reasons"

"The changes used a fast track consultation approach and have created a very dangerous environment for traffic, cyclist and pedestrians and have stopped businesses and people having their right of free movement. To now force through these changes which ad

"I don't like what the Edinburgh council doing they're not repairing potholes Edinburgh roads are so bad for car damage my car so many times hitting the potholes cost me 1000s of pounds I don't know why they're spending a lot of money on these things this is not acceptable

"The spaces for people are causing more traffic congestion, pushing cyclists onto the roads when snowing and taking space away from businesses. It is just not needed and is downright dangerous."

"Road closures near my property make access for myself and others extremely difficult - I can only imagine the havoc it plays with emergency services. Seems completely unnecessary and solves a problem that wasn't there"

"Edinburgh council have completely lost the plot. They are treating the people who they represent with complete contempt. They just do not listen to what we want and need. Our roads are like that of a 3rd world country. Use the funds for the tram extension

"We don't want these spaces for people it's causing more traffic and it's dangerous"

"I drive in Edinburgh, we have horrible road bends curves up and down road shape and narrow roads now new introducing cycle drive way is more harder to drive and take more time to cross any normal road, more over I don't find much people very rare people

"Temporary measures should not be made permanent without a proper review."

"It's very dangerous and done without any planning and consideration of all types of vehicles. I would like council to make life easy for people not hard."

"I feel these changes have been carried out incorrectly and without consultation"

"I feel the changes being made are going to cause accidents, pollution and road rage from all users"

"As someone who has to deliver in the city it has made an already challenging job even harder."

"The places for people infrastructure makes it incredibly difficult for me to do my job effectively. There are many areas where private hire vehicles simply cannot stop to drop off or pick-up passengers. Also, a lot of the proposals allow for buses, Hack

"Cycle lanes are dangerous when getting on the bus with cyclists having no insurance they won't pay for any damages or injuries and I don't know why we need them as they cycle on the pavement no police around to charge them."

"The elderly, disabled, parents, shoppers will be restricted by the lack of parking or difficulty in accessing public transport. Edinburgh Council making 'safer' spaces is a joke because the retailers are struggling as it is for customers. Making it safer

"Because what the council has done this last year is dangerous to road users, pedestrians and cyclists."

"Traffic will be chaotic when out of lockdown due to them"

"There is no public consultation and you are vilifying car users"

"Traffic will be chaotic around the area causing tail backs on the roads that are open."

"I think cutting down the roads make the traffic worse plus unfair on shops on Morningside road ."

"It is causing congestion and also causing accidents and making reducing parking and even buses cannot pass."

"Its is one of the stupidest idea ever not a thought for elderly, disabled or people think there will numerous accidents heaping more pressure on the NHS."

"Obviously decided by people who don't live or know the areas they have changed. I am a pedestrian, cyclist, bus user and a driver so I am not biased to any mode of transport. The changes on the Lanark Road completely unnecessary and waste of our money."

"The whole scheme is a shambles no thought given to the elderly or disabled people. These measures have caused more accidents."

"I'm angry that the Council are ignoring legislation and public opinion with regard to major changes being implemented to our roads and our safety. We were informed that Spaces for People was a temporary measure, therefore any permanent changes must sur

"Bollards have been installed by Spaces for People for (unnecessary) pavement widening outside the Baptist Church Hall in Portobello High Street. Unless removed, these bollards will prevent minibuses delivering and collecting dementia-sufferers and frail

"The roads are bad enough without adding more danger to pedestrians, cyclists and drivers"

"I feel the imposed changes are a risk to life as well as undemocratic imposition on all road users"

"Many of the changes made have the potential to lead to loss of life."

"As a regular cyclist I find the imposed cycle lanes to be, mostly, unsafe and claustrophobic and they push me into the traffic at points where they join with the main road. They were a unusable during the snowy period as homeowners piled their excess sno

"Residents should have been consulted, I do however welcome the 30mph speed limit on Comiston Rd/Buckstone Terrace"

Name redacted

"As a disabled person living in Slateford this makes me extremely angry. No thought whatsoever has been given to the safety of vulnerable people. The council are using Covid as an excuse to drive through their ridiculous plans and hoping to get away with

"Some if the design of the cycle lanes are absolutely terrible, I don't think it will be long before someone is seriously hurt , I have actually seen cyclist not using them ,"

"It has now become extremely dangerous being out in Edinburgh. Also it is putting lives at risk as ambulances can't get through as cars can't move out the way to let them pass"

"All a nonsense!!!"

"They've started on Drumbrae now which is ridiculous and not for cycling."

"New cycle lanes on the Lanark Road with cars now parked to the outside of the cycle lane are utter madness. If a passenger opens their door without seeing the cyclist both could be seriously injured. And what of cars now having to park a couple of feet o

"No consultation. No concern for the actual wishes and needs for Edinburgh residents. Cases where double yellow lines appeared over night outside resident's homes with no consultation."

"I am fed up with paying ever increasing costs of having a car and getting less and less in return in term of the condition of the roads we are paying for. If the Council are so determined to turn George Street into a "Boulevard" can they also guarantee t

"It's nonsense"

"The City of Edinburgh has a very unreasonable attitude towards car drivers."

"Who are making these crazy decisions?"

"The changes are dangerous to cyclists and motorists alike, they further impede the flow of traffic, along with speed bumps, thus leading to higher fuel use and more pollution. Furthermore, the consultation has been inadequate and the use of covid dybds f

"It is a nightmare that's all I can say"

"These road restrictions restrict rather than free up space - the cycle lanes in Holyrood Park are never used and these designated cycle lanes will cause rather than solve problems. Visitors are unable to park, access to driveways are restricted, left tu

"It is unsightly and dangerous."

"This is making the roads more dangerous and goodness knows how ambulances and fire engines will manage to get through the limited spaces."

"Fed up with this council wasting our hard earned cash on useless projects listen to your constituents"

"The badly thought out system is dangerous and unacceptable."

"They are putting double yellow lines outside my family home ,where I've been able to park for last 22 years."

"Enough is enough. Our once beautiful city is being ruined forever by the council and these posts outlining the cycle paths are ridiculous. They dont look very temporary to me."

"I have never seen anything so dangerous or stupid. With traffic sent onto the wrong side of the road in Craigmillar Park it is just a question of time before someone is killed in a head on collision. there have already been accidents on Comiston Road w

"It's ridiculous that we're never consulted about these things going on"

"I'll thought through vanity project"

"The council seems to think it can do what it wants without consulting the public."

"Usual council scheme, poorly thought out knee jerk reaction. But equally excellent at finishing off local businesses (who pay business rates)."

"If ferryroad busy at peek times no emergency vehicles can get through traffic because of bollards stupid idea from council as usual"

"While I am supportive of our city infrastructure offering alternative solutions to motor vehicles some of the measures have been implemented without any real consideration for the impact on the city as a whole or in some cases even the safety to cyclists

"the schemes are causing congestion, lengthening car journeys and making parts of Edinburgh inaccessible for the elderly who don't want to risk using public transport during a pandemic as they can no longer drive and park nearby."

"The schemes have been poorly thought through, with no consultation, and no consideration of consequential impacts. I am in favour of segregated, protected cycle lanes but not in the way it has been undertaken"

"I don't want these cycling lanes to be permanent"

"The roads are a disgrace with potholes and pavements are also in a diabolical state. Put money into maintaining these first. Cyclists need to pass the highway code and pay something towards roads. Also many don't seem to know a red traffic light means

"I'm signing because it's ridiculous! As a blue badge holder for someone who has limited mobility, it's becoming increasingly difficult to park near to where we need to be. This potentially could lead the person to have to use a wheelchair rather than promote walking

"There are better ways of cutting down traffic on the roads eg low bus fares, good road surfaces for bikes and sufficient room for bikes and cars side by side."

"The changes are dangerous & ill-conceived"

"for info the council have a consultation up and running on this on their consultation hub https://consultationhub.edinburgh.gov.uk/bi/retaining_spaces_for_people_consultation/"

"These are more dangerous than useful and I am sure that ECC should have more pressing things to spend tax payers money on."

"On my pre-pandemic visits to Edinburgh I've seen how many older people, many with mobility issues, rely on the city's excellent bus network to get around. These changes make level access to buses much more difficult and unsafe for people we should be looking after

"The roadworks are completely random and not very well thought out."

"Waste of money. Repair the roads. Councils with their own agendanot the normal person in the street's.....totally ridiculous."

"The council is a corrupt cooperation!!!!"

"I agree with the petition."

"Accidents need to be reduced not increased"

"Agree cycle lanes too close to bus stops . Dangerous as cyclists don't adhere to give way lines."

"Proper consultation has not taken place and council continue to ignore concerns of residents on safety and implications for other traffic becoming congested and having to make long diversions"

"I object to City of Edinburgh Council spending limited resources on ill-conceived schemes that introduce further confusion and danger onto our roads, whilst ignoring the glaringly obvious danger of ever-present potholes and damaged pavements which are never fixed

"If these measures were made permanent and traffic flows return the City will come to a standstill. Trying to force everyone into Public transport doesn't work hence the reason for a drop in bus passenger numbers prior to COVID."

Name redacted

"Cyclists don't even use the lanes. No warnings where they were placed when first coming out and seen plenty of moments that nearly led to an accident. They do more damage and they don't even get used properly."

Name redacted

"I am signing this because these plans are ludicrous beyond belief."

"I agree with this petition, let's actually fix the roads, the conditions are the worst in the country. For a capital we should have much higher standards."

Name redacted

"Edinburgh council always intended this to be a permanent and detrimental change to our roads. Edinburgh Council are anti car and mostly consider how tourists view the city. These dodgy moves were under the guise of covid based on no evidence of reduced t

"It adversely affects the elderly and disabled when trying to go about their daily routine as it can severely hinder or prohibit them from accessing businesses, it can also have a detrimental effect on the small local business"

"Please follow the due process of the law. These changes are unnecessary and unacceptable."

"Any necessary changes must be fully explained and evaluated with integrated impact assessments by getting all stakeholders involved in a proper community consultation rather than a half baked online one in the middle of a pandemic. The whole process must

"Feel it's dangerous for pedestrians, elderly and disabled"

"Am disabled with a blue badge and what's the point of having it if the roads are closed off. No consideration for the disabled and elderly with mobility issues. Not everyone with mobility issues is in a wheelchair! Am sick of being on a pavement and havi

"My husband drives a bus in Edinburgh"

"Congestion is bad enough in Edinburgh without this adding to it."

"I am signing this because cyclists are the bane of my life! Cyclists should pay some form of taxation and 100% there should be insurance carried by cyclists, if last 2 points are implemented I would be in support of cycling lanes!"

"Minto Street and Craigmillar Park has become a danger to pedestrians, cyclists and drivers. So many pinch points now on the main road and people not understanding which direction is two lanes. As for turning into our street (Crawfurd Road) now coming from

"Hopefully people will vote against these Councillors at the next Elections"

"And how will that change what actually happens on the roads?? Please don't assume that I'm a cyclist when you reply."

"The Minto Street arrangement was clearly thought up by someone in Edinburgh zoo!!"

"It's a danger to road users and causing even more city congestion"

"Edin Council are out of control on this issue"

"I think this is wrong."

"I have a disability. I love this City and want to be able to Access most of it. I need to be able to drive otherwise I am excluded."

"This does nothing for the elderly and their carers and families Post lockdown, it will severely restrict their movements Has already for GP, dentist and chiropody visits Making walks and exercise more difficult e.g. the hermitage Same with parents an

"We love and did visit Edinburgh"

"Leaving the cycle lanes is very dangerous as they end at odd places and you are faced with rejoining a single lane with traffic passing at speed."

"Council are not listening to the concerns of the people living in the affected areas. I am a cyclist AND a car user!"

"It's time to sort out all travel choices - repair the roads; remove obstacles; separate pedestrians, motorised vehicles and cyclists to keep everyone safe."

"Where is public information! These things spring up out of nowhere"

"I totally agree - it is becoming a nightmare trying to access anyone or anywhere in Edinburgh by car. The initial rationale is well-intentioned, but the implications, for residents, particularly elderly or disabled are simply not justified. Who are these

"This scheme is so costly to locals and businesses and is ineffective."

"Council are railroading through unsafe changes on our roads without proper consultation"

"It's an absolute farce of a scheme"

"A frustrated driver is a dangerous driver. Pre-pandemic I was a regular walker on the Meadows to Braids route and it was perfectly quiet enough without additional measures to eliminate vehicle traffic. Pollution in Morningside last summer - when traffic wa

"Fed up with this dictatorship Council"

"I despise these proposed changes. It solves no problem and creates more."

"Because such a colossal number of expensive schemes are being put in place with no consultation I can not support any of them. All decent people know that this consultation will be used only to support the schemes."

"The planned road realignment have been poorly thought out and will cause congestion, confusion, and, with all the extra road furniture and signage, dangerous distractions to all road users possibly leading to an increase in collisions."

"Had so many almost accidents Crazy scheme! why did we need this NO ONE was out!!"

"Who ever came up with this idea wants sacked. Not only has it created a danger for motorists and cyclists but also pedestrians. As for the poor bus drivers I can't begin to think what they have to go through. Lucky if you see a cyclist in the lanes! A j

"The changes are ridiculous and will cause more traffic congestion and I think they will cause more accidents - cars are parking in the middle of the road"

"I believe having cars parked almost in the middle of the road is very dangerous also people who live in these streets have no where to park"

"I believe that accidents have already happened with this middle of the road parking was this reviewed and taken into account before changing the temporary to permanent?"

"These changes often make things more dangerous for cyclists and more confusing for car drivers. I've seen several bikes forced into a narrowed section of road due to barriers and blocked cycle lanes/ overtake and very near passes by cars. I've also seen

"No parking, even outside my own home"

"It is neither safe nor fair!!"

"These changes will affect the flow of traffic in emergency situations. It will cause unnecessary traffic if there are break downs."

"Edinburgh City Council are hellbent on pushing out drivers which can only have a detrimental effect on tourism and locals alike in that they can't get access to city centre due to affordable and joined up public transport infrastructure."

"the council couldn't organise something to do with brewery....they are making things dangerous."

"Making roads more dangerous for all"

"I love Edinburgh and don't want to sit back and watch the council destroy it."

"Signing because these changes are so dangerous!! Did anyone involved in planning this actually consider the risk to life?"

"These changes have too many impacts and have not been assessed correctly"

"Another knee jerk reaction from Edinburgh council people and goods need to move through the city and restricting roads without a viable alternative is not the way forward."

"The lack of thought on traffic flow is beyond belief and seems to be focused solely on making Edinburgh the least traffic friendly city it can possibly be"

"This council led by Adam McVey continues to pursue misguided policies and ignore the citizens of our city, disregarding public consultations, defying objections and even introducing summary processes without justification in order to avoid public dialogue"

"These measures are further restricting movement round the city for its businesses and citizens, it has created a hazard by forcing traffic onto the middle of the road, created further risk to cyclists having to negotiate in and out of cycle zones and then"

"No joined up thinking, they want to reduce road use and CO2 emissions, but only exacerbate the situation by poorly thought out road management which is going to cause more harm than good in so many ways."

"The new cycle lanes segregations are dangerous to the public. They are too narrow, there is no possibility to clean the cycle paths"

"It is killing local shops"

"I do not agree the changes are necessary and there should be better consultation to proceed"

"I just want the right to travel to my home and my work. I don't want to be dictated to by the council about how I get around. The council should concentrate on fixing the roads, not closing them"

"I'm signing this because the council has implemented too many road changes during lockdown without proper consultation or planning many of which are ill thought out, dangerous or inappropriate."

"It's a joke for public money!!!!!!"

"The road is now more dangerous for both cyclists and car users. This scheme was approved despite 300 objections out of 327 replies. Hardly democratic. I have requested the risk assessments from the Council as I believe there is no way they have assessed"

"Sick of Edinburgh council doing what they want even when we the public who pay their wages are very much against it and wasting our money☐"

"cycle lanes should be created, but in a logical way that doesn't ridiculously inconvenience traffic and dangerously confuse motorists. These 'places for people' make it hard for everyone to get around."

"It is wrong what they're trying to do and the money could be spent fixing or adapting water of leith for cyclists which the community agrees on"

"I'll thought out and totally unnecessary."

"I use the Lanark road everyday and it is a danger"

"As a taxi driver in Edinburgh I am fed up with all of these traffic changes under the guise of safety because of covid 19. It is the complete opposite and is detrimental to the safety of drivers, passengers, disabled, elderly and the general public. We a"

"I am a driver and a cyclist and as both I just don't think Edinburgh has the infrastructure to roll this out safely. I think it will put me at risk both on my bike and in my car."

"I have yet to see any evidence that these spaces for people are necessary. I am in corstorphine every day and I just can't fathom why we need them and it just causes hassle and safety issues for motorists."

"It is really dangerous."

"I don't agree with the scheme. I believe that they will put lives at risk."

"Waste of money, hazardous to road users, obstacle for emergency vehicles"

"This isn't wanted and removing parking spaces in certain areas will harm local business. Our pavements aren't over capacity and we don't need the extra space anywhere. This is a waste of money"

"I have yet to see any significant benefits from chopping up arterial routes in and out of Edinburgh"

"Lanark road is an obstacle route, totally useless, an accident waiting to happen!"

"These measures are dangerous.... they obstruct emergency services, deliveries and buses"

"It is getting worse don't know which way to look when crossing roads"

"As a disabled person I genuinely believe this Council has an anti-disabled agenda, seemingly supported by Lothian Buses: they don't listen and they don't care."

"Its vandalism by the council and works directly against businesses elderly and infirm the councillors who introduced this should not be in authority"

"Lanark Road is an accident waiting to happen!"

"I am disgusted and angry that such a dangerous shambles has been allowed to go ahead and at such cost."

"It is a completely ridiculous idea."

"The newly introduced "floating parking" along Kingsnoxe is a danger to all who are forced to use it; experienced drivers are forced to swerve back and forth randomly and it is only a matter of time before someone not familiar with the area either ploughs

"The changes make for a dangerous environment not a safer one."

"There is plenty room on the pavements, and not enough room on the roads. Besides, next to no-one uses them!"

"Congestion, causing pollution and inaccessibility for disabled people are characterising Edinburgh roads at the moment. Also the main route out of and into the south of the city has become a slow traffic jam."

Name redacted

"i think it is only a matter of time before someone is seriously injured by these measures"

"Lanark Road is now extremely dangerous - accidents waiting to happen. Council should be ashamed allowing this to happen."

"The roads are worse instead of better. The council just making their own decisions and not for the better or safer."

"I'm a cyclist, but I hate what's happening. The bollarded lanes make me feel hemmed in and less safe. I'm a full road user, and shouldn't be crammed in a narrow ghetto. Also, I drive on occasion, and the ill-considered closures have caused chaos. Try get

"Its been rushed and ill thought through"

"I'm signing this because I don't like the way this scheme is going ahead without proper consultation and because the people implementing the road changes are not thinking about the safety of children, people using wheelchairs, the elderly and those pe

"Yet again, the people who pay these councillors salaries haven't been listened to. We haven't been asked. Decisions are made with no apparent regard for common sense. Shutting roads etc that vehicle owners have to pay to travel on - to make way for pedestrians

"I am appalled with the state of roads in Edinburgh since the first lockdown last year. Priority has been placed on superficial measures and not essential works such as fixing dangerous potholes. I do not wish my tax money to be spent in that way."

"I am fed up of CEC making decisions that severely affect council tax payers without giving sufficient consultation beforehand or taking on board views that are voiced."

"The whole thing, while with the best intentions, is ill thought out."

"These idiots know nothing about cycling or safe transportation around the city and have left students, elderly, handicapped, cab drivers and all sorts of others without any consideration."

"causing far more problems than it purports to 'solve'"

"Edinburgh looks like downtown Beirut now, and not the beautiful city it used to be. Get the potholes fixed properly."

Name redacted

"This scheme has been rushed through at great expense, on tenuous grounds, with lack of proper consultation or planning. It will cause more problems than it will solve. At the same time potholes and cracks in pavements remain."

Name redacted

"It doesn't make the roads or pavements any safer. Having a cycle lane hidden by parked cars then emerging close to traffic lights is extremely dangerous. The loss of local street parking makes access much more difficult for disabled people who find it difficult"

"They are a waste of money and dangerous"

"Edinburgh council having been making poor infrastructure decisions for a long time now that are frequently at the expense of residents and council tax payers. It's time for change"

"Totally Agree"

"The whole thing is dangerous and ruining a once beautiful city. Killing business and costing a fortune"

"The changes the council have made to the roads have made it much more difficult to travel around. I am a resident of Edinburgh and I am therefore one of the 'people' they are creating spaces for. I have a disability and the changes to the roads have impacted me"

Name redacted

"As an HGV driver who now lives and delivers in and around Edinburgh this also stops loading areas being used and forcing us to cross busy roads with goods to premises that require them which means moving a cargo of about 600kg from one side of the road to the other"

"People with reduced mobility won't be able to. Reach their destination"

"This is ill thought out and in some areas with no regard for disabled access or common sense"

"I believe the proposals are ill thought out and the Council are trying to push them through on a false emergency pretext and because they are damaging to business and make congestion worse rather than better"

"Ridiculous road restriction measures will cost workers and business's money and time. Money should be spent repairing the roads!"

"The council have gone bonkers!"

"I am objecting to parking charges that are being put in place in my area and The new cycle lanes are dangerous for all"

"Council seems to think everyone can jump on a bike. They should spend the money repairing the roads instead."

"Many changes are dangerous and unnecessary - even cyclists agree!!!"

"It's terrible. It takes ages for me to get to the hospital at Ashley Ainslie. Re-open the road"

"I agree with this petition. Get the council to properly repair roads in the city. They are not fit for purpose. Neither is the council"

"McInnes and McVey out!"

"The new layouts are dangerous and will cause more accidents. Money wasting too"

"I drive around Edinburgh for work and the council has made a total mess of this city. The road narrowing is dangerous, it puts people's lives at risk."

"These are to harass drivers into cycling which although cost taxes will never work we are not anti-progressive leftest."

"It's the most ridiculous and equally dangerous and waste of money (AKA improvement) that the CEC has even undertaken and that's saying something considering some of the other 'improvements' they made _____"

"The whole scheme is outrageous and dangerous."

"These changes were meant to be temporary, and have been pretty disastrous for the average person."

"Born and bred but couldn't get out of Edinburgh fast enough"

"100 percent behind this!"

"It puts others at risk, which is quite ironic for something to make things safer"

"This is a bloody joke all for cyclists who pay nothing to any kind of road tax, plus what about older or disabled people trying to get to their cars, they need more time to get in and out of the vehicle. Bikes don't stop at lights or crossing, so what are

"Stealth changes. Bad moves."

"Councillors are elected to serve all members of the community including the elderly and disabled not just cyclist"

"The parking areas on Lanark Road have made dangerous when exiting Dovecot Park. There was a near miss when a resident in the street narrowly missed a cyclist, when turning into the street from the main road. The parking areas are causing a hazard by force"

"Residents should have a say in their area. There should be full and proper consultation. It is not for the council to dictate what should happen."

"Edinburgh council is a law unto itself - spending vast sums of resident's council tax on all of its anti-motorist procedures. The cyclists that I know dislike the lanes - much too restrictive. Many cyclists still cycle on the pavements - soon there will be

"Spaces for people endanger walkers and cyclists by creating a huge rise in pollution caused by idling vehicles which are stuck in traffic, crowded into one lane which can't move on. They also endanger lives by blocking fire engines and ambulances unable

"Roads don't require to be narrowed."

"It's an ill thought out attack on motorists which leads to many dangerous situations for all road users. Once the traffic goes back to pre-covid levels there are so many choke points, the system will lead to frustrated drivers which is in itself a danger

"What a disgrace to the streets of the capital"

"This is a complete waste. There aren't sufficient bikes or pedestrians on most of the roads. It is slowing traffic and increasing pollution"

"These are a total waste of time, I drive around Edinburgh every day, the space isn't being used."

"I don't agree that the new road layouts is beneficial to anyone at all"

"I think they make things more dangerous for pedestrians, cyclists+drivers"

"As someone who drives in Edinburgh almost daily, these new layouts are an accident waiting to happen, in the event of a breakdown they prevent moving to a safe place, now imagine a bus or a HGV + a blind bend and the ensuing crash that could happenThe 'f

"I feel these changes to the roads around my area are poorly thought out and have added to the dangers faced by cyclists and drivers in the city"

"As I work in Edinburgh on a regular basis, I have seen how ridiculous these changes are. Roads need to be clear for safety, obstacles endanger everyone."

"It's lunacy"

"Its dangerous"

"I thought it was an April fools when I last drove in Edinburgh, the cycle lanes are bigger than the car lanes, turns out they are actually for real, unbelievable this, stupidity beyond belief"

"These schemes are out of all proportion and the cost of it all is ridiculous and would have been better spent repairing the roads and pavements."

"For every reason noted - just steamrolled in making a complete and confusing mess of our beautiful city - sure you can spend the money on better things like repairing the roads and pavements properly"

"Less parking is not good for the ec6"

"It's an accident waiting to happen."

"Because the council is playing with all of our lives!!!"

"Very dangerous changes. Congestion and pollution increased unnecessarily. Revert ASAP."

"Our Council leaders might not UNDERSTAND but more importantly they don't seem to CARE."

"It's not working out"

Name redacted

"Extremely dangerous plans, Council are pushing through plans at a time when the public have more concerns due to Covid. Surely holes in the road need to be filled as a priority which are dangerous to the public, whether walking, driving or cycling. Chan

"This pandemic has let Councils go over the top with stupid ideas. Inverness has the same things that you guys are protesting about."

"They are dangerous to all !!"

"The road system is a disaster , the person that thought this up needs sacking ."

"many of the changes are ridiculous like creating random 5 yard spots of walking space in Raeburn Place which no one ever uses. Let's have cycle lanes, but plan them properly and don't shut some roads so that the ones available have double the traffic wi

"Because I'm completely fed up with this seemingly random chopping and changing if streets which were fine as they were - if it ain't broke don't mend it!"

"This is dangerous"

"I believe making the streets narrower is also making them less safe."

"It's totally unnecessary. They are making the roads more dangerous."

"If taxis can't get right alongside pavements to unload wheelchair/powerchair users they could have quite some distance to get to a dropped kerb to allow them to get onto the pavements! This is absolutely ludicrous! I'd like to know how many disabled right

"It's so dangerous!! Not only for cars but cyclists too"

"Seen this in London, what a load of shite, don't know how the bastards got away with it! It's ugly and in fact has made the road more dangerous. Typical of the Government, look after the uninsured, unlicensed baskets and screw the motorist!"

"The city is grinding to a standstill but the council don't realise people have to use cars, you can't buy large items then take them on a bus !!!!!"

"In our opinion, Edinburgh City Council are proving, once again, that they are totally inept at being responsible for Edinburgh's traffic management schemes."

"James Tullis is 100% RightWe had all this before with Burns & Anderson spending our money on traffic lights at places like Canonmills to slow traffic down for congestion charge into City before they got wiped out in referendum. I would not let 85% of the

"These changes are ridiculous. Some are down right dangerous."

"I travel on ferry road at golden acre every week and its now terrible with the new cycle lane. Takes twice as long grr"

"I'm all for more cycling lanes, but what the council has done has made it more dangerous for me to cycle around the city.Do it properly and make them safe or don't do it at all."

"Yesterday a south- bound cyclist overtook me on the inside cycle lane as I was indicating to make a left turn into Church Hill Place. I saw him approaching fast in my mirror and let him through of course, but he seemed potentially unaware of the danger.

"I'm sick of being held up in traffic caused by cycle lanes and road narrowing especially Morningside Road in particular."

"I am a huge fan of cycle lanes but being a regular cyclist I do think these lanes have made the roads more dangerous! They end abruptly, and often force bikes out onto the middle of the road."

"I'm signing because Edinburgh has not considered people with disabilities when making those road changes. Our streets are now more dangerous and frightening for us to get out and about. We do not want to feel imprisoned in our own homes."

"It's madness"

"As a cyclist I feel the addition of many cycle lanes makes it more dangerous for cyclists- particularly George IV Bridge. Also alterations to roundabout Orchard Brae/ Comely Bank very confusing for drivers and cyclists, and surely does not conform to Hi

"I agree. I think the measures have made Edinburgh a dangerous, congested mess. Lucky if you see a maximum of 3 bikes on South Crewe Road at any one time. Measures have made roads narrow and more dangerous. Cones everywhere. It's like a ski slalom, with tr

"There's not been any proper consultation. Areas not being used as they've been set up to use. Accidents waiting to happen."

"This is a dangerous situation and should be withdrawn"

"What they have done just blows my mind! Whoever came up with this idea should be ashamed of themselves!"

"I have been smashed into by a cyclist on Forest Road which caused considerable bruising, nearly hit by a bus on the mound as it swung out to avoid bollards and saw an elderly lady being reprimanded by a cyclist whilst get out of the passenger side of the

"These new restrictions are accidents waiting to happen. I have seen so many near misses as I have driven around Edinburgh. They are not safe."

"Most dangerous idea Edinburgh Council has come up with. Park in the middle of a road and then try and get a disabled person who can't Herat out the car. Also got to cross a cycle lane to board a bus."

"They're dangerous"

"The roads are now a confusing mess of bollards, islands, appearing and disappearing cycle lanes etc. Cars have to weave in and out, cyclists and pedestrians are confused - it is madness. I think the roads are much more dangerous than they were before.

Name redacted

"Accident waiting to happen..No regard for disabled or elderly..Waste of taxpayers money..causing problems and dangers that weren't there before."

"Absolutely crazy!!!!"

"This initiative that isn't safe was done under the auspices of a temporary measure. Any move to make this permanent is ill conceived and typifies CEC's arrogance and lip service to the average person"

"I think this is so badly thought through by the council and a serious waste of money."

"The measures taken by the council to make the roads safer have done exactly the opposite. I'm a cyclist and find the lanes to be dangerous, for example if there is another cyclist in front of you and you don't know the lane is there, you can't see the b

"The council have not taken into consideration the long distances elderly/disabled people are having to walk to bus stops with all the tram works. Why do they have to have so many roadworks going on in Edinburgh at the same time?"

"The dafter the idea the more the Council will implement it!!"

"Useless Council at it's best, sneak things in that THEY want. Wasn't necessary in most cases during worst of the pandemic and this joke is just getting worse! Take a look at yourselves, you're a laughing stock Council.. Sort it out and stop putting peo

"I'm sick of Edinburgh CC treating us like crap(that's the most succinct I could be)"

"The roads are going to be dangerous"

"The idiots that run this council are a complete waste of space. These changes damage local business"

"I'm sick of this council destroying our City , with their stupid dangerous road changes ."

"These changes are not thought through well enough and are a menace to all road users - people, bikes and cars!"

"I'm signing because the road changes are positively dangerous and someone is going to be killed as a result!"

"pedestrians and cyclists not a good mix in limited space allocated. Edin council spoiling lovely city."

"I think the Council needs to give a lot more thought to how the streets can be made safer for the elderly and disabled. Yes, and cyclists too, but these designs, including those on Minto Street/Mayfield Gardens/Craigmillar Park or Old Dalkeith Road will

"These changes are aesthetically unpleasing - do you think tourists are going to want to visit this brutalised capital city. Day to day use of local shops for people that need to use their cars to get about and cannot walk far can no longer park near them

"Edinburgh is beautiful as it is. No more changes please."

"Take it these councillors that thought up this crazy dangerous idea, fly into work in the mornings ? Because nobody would subject themselves to this nonsense purposely. The excuses they have given to the taxi company videoing the fails is a bigger laugh

"These measures are an accident waiting to happen. Enclosed cycle lanes already building up debris with no escape for cyclist. Please spend the money on potholes and make the roads safer for everyone."

"Who thought this was a good idea? Ridiculous_"

"The work carried out is dangerous in many places and has clearly been designed by someone who knows nothing about road safety."

"What they've done is dangerous for all road users. It's not practical for daily living and a complete waste of money."

"I have observed this process over time in my area and have already sent my views to the consultation process but have no faith that Edinburgh residents views are being taken into account as these measures were supposed to be temporary and there has been

"I agree"

"It is so dangerous in Morningside and Newington let alone the rest of the city . Imagine what the traffic will be like when the COVID rules ease and more cars are on the road and old people are try to cross the roads."

"This is totally unsafe and clogs up the city. It will cause mayhem and a lot of bad feeling"

"We were told these measures were to be temporary. They are unnecessary and dangerous."

"I'm very concerned about all road users, including disabled people, kids, inexperienced drivers and more...this plan has been chaos and without thought for ALL."

"The public didn't get a say"

"When are these people going to do the job they are obliged to do, namely serve the people of Edinburgh. ALL the people of Edinburgh. If they can't, they should resign."

"There is no benefit to any road user with these dangerous schemes. Turning the capital's streets into utter chaos."

"Serve your people Edinburgh and stop prioritising tourists and their means of travel!"

"It's a terrible and dangerous system. What a mess the council have made of this."

"You're destroying a beautiful city !!!"

"I'm signing because its an accident waiting to happen _"

"They are a hazard to all in particular disabled and elderly people. They are also increasing congestion which in turn increases pollution as vehicles are no longer able to safely pass stationary vehicles on the narrowed roadways thus causing more pollut

"Disturbance for residences n caters especially for disabled people, tight spaces for parking cause accidents with cyclist"

"I'm signing because it is quite difficult and leaves cyclist more vulnerable at junctions. Also if any vehicle which is parked on the side of the road makes the person go into another lane (into oncoming lane) which creates more confusion and dangwrous"

Name redacted

"Cyclists aren't using them ,it also makes it more dangerous for pedestrians to cross the the road also ,the council haven't thought about disabled people"

"I am signing because this is destroying our beautiful city and there are more bollards than there is cyclists."

"The changes the Council have made without proper consultation and scant regard to health and safety considerations are ridiculous and dangerous to the public."

"People's livelihoods are at stake here just because the council on a whim put these things in place its now time for them to go"

"I've driven in Edinburgh since this mad scheme has been implemented. The sheer lunacy of it defies belief. People are going to get injured and accidents happen. All in all a dreadful waste of money and effort and made the roads a confusing and unsafe pla

"Most of the changes are ill concieved and reasonable provision for parking is vital in shopping areas both for the businesses and shopper"

"It has been rushed through, is ill designed and is extremely dangerous to cars and their passenges."

"Very worrying safety issues in Edinburgh now. I've been a black cab driver for 35 years in Edinburgh and I know what works and what doesn't. Wait until the steets are busy again. EDC have no foresight."

"R"

"It's an absolute disgrace. So dangerous only matter of time before someone gets seriously hurt. I really do not know what the council were thinking with this plan it's really ruined the roads. It's like a bloody obstacle course the lines are all over the

"It's far to dangerous and a complete waste of money."

"It's a DANGEROUS shambles"

"Supporting communities and local businesses, to help get the council to listen and follow the correct procedures when implementing changes in Edinburgh."

"The whole city is a total mess ,and someone is going to get killed or seriously injured and it will be E.C.C 'S fault , no one has been informed of any of these stupid rules ,if the police aren't happy with it ,"

"I think what you do with road is not logic"

"I care."

"Council is useless"

"This is an accident waiting to happen"

"It's a shambles!"

"Floating parking bays in the middle of the road is an accident waiting to happen, cyclists already had their own area on the road inside a bus lane, weaving from one side of road to other and back is dangerous....and all the roads down to one lane , HOW

"I disagree with these changes"

"I'm fed up seeing my City being ruined by 'well meaning' but badly thought out schemes. Pity the wedding car operators, undertakers and disabled trying to reach a place of worship. And what about the emergency vehicles? I was lucky when I drove fire app

"Safety"

"As a cyclist I believe many of these changes are dangerous and killing our local communities."

"Not everyone is able to cycle some of our older generation can't walk far either and depend on their cars for mobility. Not enough thought given to this group."

"These changes have turned narrow quiet roads where children could play safely into dangerous rat runs risking children's lives that are of no further benefit to anyone! No consultation or proof of requirement - bureaucrats gone mad!"

"I work in the newington area & see the trouble the new road layout is causing for ambulances going to & from the hospital, all this before some sort of normality comes back & there's even more traffic on this route"

"It's outright dangerous, how many lives will it cost? Ambulances can't get to patients in time"

"The roads are just ridiculous now with these and there's more space for cyclists than cars"

"The measures seem to make it unsafe for pedestrians, cyclists and disabled drivers. They will also affect access for emergency vehicles."

"The whole thing is ill conceived and should be done in a proper, sensible and properly consulted way."

"This in no way attempts to be a modern combined transport policy for the benefit of all, but is purely a scheme backed by people with vested interests in their own little bit ."

"I'm appalled at the new road design around the hermitage and midmar - an accident waiting to happen"

"The road layout is very dangerous. Not only has the roads been narrowed for less room for lorries/ buses to pass safely. The cycle lanes are now a hazard passing parked cars on the inside. I was taken out on my bike by a passenger opening their door in

"The council should be spending this money on fixing the potholes. I had a nasty bike crash last year due to a deep pothole. As a cyclist I find these new lanes more dangerous, due to the handle bar height plastic pillars and the stop start nature of the

"The levels of restriction are ridiculous. Emergency services will be delayed. Too many trip hazards. Accidents waiting to happen. Not to mention the mess to my beautiful city. Criminal."

"Enough of careless cyclists who cannot behave properly and think the roads are theirs...very dangerous."

"CO"

"I'm not sure who is meant to benefit from these incredibly ugly and messy looking measures but if anyone knows please let the rest of us know, never witnessed such vandalism since they toppled the headstones in the graveyards in the 1990's , they are sti

"Sick of Council making changes without proper consultation. The new bollards are a danger... more so at night. Whoever came up with all these ideas need sacked"

"Most of the changes are not helpful. Very poorly designed and dangerous in places"

"What a waste of money"

"The widening of pavements to keep pedestrians on Morningside Road 'safe' has not only caused traffic grid lock but a hazard to pedestrians too as I can vouch for from personal experience. 3 weeks ago I tripped over the angled concrete border at the end o

"the loss of parking spaces is killing business in my area."

"What the Council are doing is I'll thought out, not risk assessed, breaching any principles relating to engagement and consultation practice and down right illegal."

"I am appalled at the way the council has used Covid, to implement their bicycle scheme without the proper consultation! Surely the 1st step would have been to repair most of our Capital City roads, in order to make them safe for all users? The roads are

"The city is a mess and restrictions dangerous in many cases."

"Spaces for people is a total wast of time and money"

"Lack of thought from council on the implications of this system."

"I have no idea what the council are thinking about. As per usual there will need to be fatalities before any thing is done"

"Ambulances and fire engines cant get passed on meadowplace road. Luton vans need to cross onto the other side of the road at the brow of a hill due to bollards an a traffic island on Drum Brae North."

"Have they given a thought to the confusion they have created for guide dogs not being able to see the edge of pavements."

"It is confusing at best, dangerous at worst and mostly totally unnecessary."

"Pedestrians in Edinburgh already have enough space without these measures. They also look so ugly that they are ruining one of the most beautiful cities in the world."

"These measures are actually more dangerous and cause frustration which in turn is also dangerous. Accidents waiting to happen."

"The roads have become more dangerous for cyclists"

"Dangerous, stupid design causing congestion and anger at motorists paying for cyclists who ignore highway code. Cycle test & licence only way forward"

"Total lack of thought as usual from CEC. A waste of money ."

"The changes make the roads MORE DANGEROUS!!!! Cyclists already have an engorged sense of importance!!! Stop encouraging them to damage cars by kicking them! Im appauled by the behaviour of these people! LICENCES FOR CYCLISTS AND THEY SHOULD PAY ROAD TAX!

"This Council is way too blinkered about reducing traffic, increasing walking and cycling. They do not consider all the users of the routes, most especially residents, businesses and the one that affects me most - the disabled!!! A total rethink of trans

"I use the car once a week to travel to Glasgow, now that we are allowed to again, and one of the great pleasures was to drive home down Braid Avenue to where I live in Blackford and take in the magnificent view of Edinburgh. Now the same road has been va

"In Queensferry it is an accident waiting to happen and there have been several near misses. It is the most stupid idea the council have come up with and most people ignore the signs!"

"It's a shambles !!!!"

"Make areas safe"

"Total waste of money."

"Motorists are paying so much in road tax to use the roads, but this council are removing our rights to do so in Edinburgh."

"I completely agree with this petition and feel it should not go ahead . Daily I see the dangers of it to a whole cross section of the community."

"Ridiculous for elderly infirm blind disabled and the list goes on. Also"

"This is a total waste of money that should go to better organisations such as school and cleansing but snp run council preferred to waste our money."

"The space devoted to cyclists and pedestrians is underutilised. It is also dangerous. Post Covid, the loss of road space will see Edinburgh grind to a halt."

"The current proposals have not been discussed with residents and the impact of all concerned. We all want a safer space for all but the way the council is running this rollout is alienating all road users"

"As a person who works in the city this is a shameful scheme impacting on so many and benefiting noone."

"What is happening to our roads is a safety disaster for cyclists and motorists and pedestrians"

"alot of the changes are dangerous and whats this utter waste of TAXPAYERS MONEY re wooden planters near schools they wont last 2 mins in some areas."

"The changes are a disgrace. A ruination of a beautiful city and bloody dangerous"

"Fatal accident is waiting to happen. Biggest stupidest waste of money. Obviously the people who thought this was a good idea have no clue or they dont drive ."

"As everyone returns to work this will just create unnecessary traffic jams and increased pollution!"

"The council need to seriously look at the carnage being caused, by the new traffic restrictions put in place"

"I'm not stupid"

"Whils driving along an Edinburgh road, I heard a siren and realised there was no way I could move to allow the emergency vehicle passed due to the spaces for people bollards, extremely dangerous especially in both rush hour traffic and roads being worked

"These temporary measures do not work and need to be removed and a sensible permanent solution implemented"

"The expensive mess is making us the laughing stock of everywhere else! It's an absolute farce. The people responsible for this stupid and DANGEROUS error should be sacked and never again allowed anywhere near a responsible job. How must it be going to

"I'm a delivery driver"

"Dangerous and causing traffic issues"

"Edinburgh is congested enough without making roads narrower and slowing everything down. The cycle way barriers are an eye sore too. This once beautiful city just being made an absolute mess"

"I'm signing because it's going to cause someones life too dangerous who ever thought of it should be sacked maybe they were pissed at the time they thought of this idea"

"It is not fair to the old people having to walk that far to a bus and to me these are accidents waiting to happen! Cyclist pay nothing to the Road and one of them nearly knocked my 86 yr old mother over by cycling really fast on the pavement!"

"It needs work..."

"It's dangerous and unnecessary"

"The number of pedestrians falling over the extremely dangerous grey 'bollard holders' is unbelievable. The pedestrians, cyclists and motorists all universally hate the confusing and ill thought out changes. Please take them away. Please also look at the

"These barriers are a nuisance"

"There was little if any consultation with the public about the introduction of cycleways and even walk way on the road for pedestrians when there is a very wide pavement. It appears dangerous to all!"

"We need to make safer access for all but some of these measures put too many people at risk and are dangerous."

"I believe this makes roads more dangerous and stops elderly people from getting out easily from their driveways."

"Dangerous in many places and unsightly everywhere."

"Spaces for people should be safe places, not downright dangerous ones!!"

"As if there was a fire they need easy access and so do the ambulance service, waste of time and money"

"It's a safety hazard"

"The bollards are a hazard and dangerous for cyclists. The cycle lanes have numerous potholes, bottles, broken glass etc, which to avoid means cycle out of the bollarded cycle lane, at risk of clipping the grey bollard base, and at an angle directly into

"These badly thought out plans are causing chaos all over the city. The government are telling us not to use public transport because of covid but the council don't want us to use our cars. I know we're all supposed to cycle or walk everywhere but I'm sor

"This is very important to the people of Edinburgh. The waste of money by the council putting up many temporary spaces for people. Reducing parking spaces etc we are against more of our civil liberties being eroded by the council."

"The measures I've personally experienced as a pedestrian, cyclist and driver are not well designed and do not balance the needs of the community. Some are unsafe and most are unsightly too."

"I am a cyclist and appreciate the cycle lanes. However the road surfaces are making them very dangerous indeed. I keep having to avoid pot holes. This makes cycling all but impossible for anyone not totally confident on their bike. I also object as minis

"Of the impact to local business, access for the disabled, decrease of parking in an already over crowded area (Stockbridge) and increased congestion through stockbridge as Delivery vehicles have no where to stop."

"The Council lurch from one extreme to another, let's plan for residents car use and local businesses as well as cyclists and pedestrians (many of us use cars as well as cycle and walk!)"

"These road closures are totally ridiculous and designed to do nothing other than antagonise the residents of Edinburgh. They need to encourage people to come in to Edinburgh town centre after covid 19 not try to destroy the high street further. How dare

"They have totally ruined our beautiful city and caused nothing but congestion"

"dangerous for emergency vehicles bus drivers remove them now."

"Roads are outrageous and dangerous now in Edinburgh, some roads cars are forced onto cycle paths, madness!"

"Learning to drive and it's cause alot of issues. Not only for learner Is but for all drivers. Emergency vehicles also"

"They are dangerous and cause pollution"

"So it may help the ignorant minds to cease this very mean scheme which fills up pockets of certain people. 30m wasted , utter disgrace. shame on clowncil and susFtrans or their followers"

"I think that this whole scheme (along with the 20MPH nonsense) has been poorly thought-out and poorly implemented right from the start. We're having stuff forced upon us by local councils that we never voted for (or even had the choice of voting on) and

"The road restrictions are dangerous for motorists who are paying for the roads yet are being prevented from using them safely. Pedestrians and cyclists do not pay Road Tax."

"I'm sick of seeing accident or near misses"

"I think that these changes are dangerous and also not helpful for local businesses who have had a hard enough time"

"I deliver on a moped, and used to be able to make good time, all the space for filtering safely has been removed. Emergency vehicles have to park far away from the emergency. The traffic is the worst I've seen outside of August in Edin. Sack those respo

"The roads ain't Edinburgh are at breaking point and this is making it even worse"

"I think these measures are dangerous."

"I believe the changes are making the roads more dangerous."

"It's a farce ! Waste of money.pot holes everywhere"

"I'm sick of the mess and the councils waste of all this money on something no one not even the cyclists want"

"safety is paramount for ALL"

"I am signing because amongst all the things against the car drivers this has reduced the overall lanes in the city causing congestion. It has prevented emergency services from passing through traffic as there is nowhere to pull out of the way.Also I have

"I am disgusted at these changes. No matter what time of day there is now unacceptable levels of congestion when trying to do the most simple of journeys in and out of Morningside, Bruntsfield and Fairmilehead. I totally despair at this amateurish scheme.

"This increase traffic congestion and pollution and restricts access to shops making people shop on line rather than locallyAlso few people over 40 are going to get on a bike and cycle to do any shopping and most certainly for larger items and"

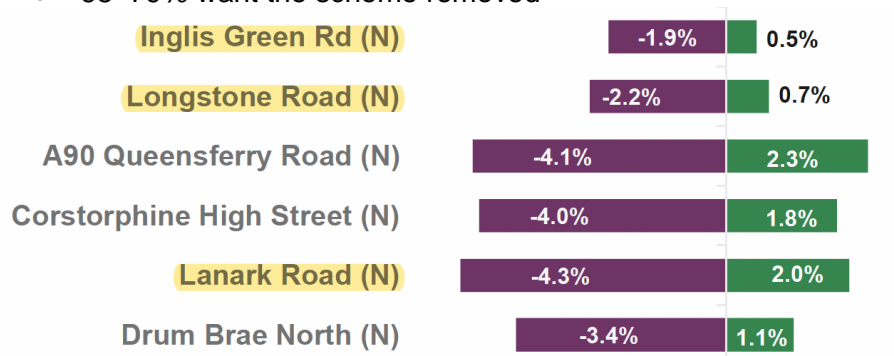
"I fell over one of the bollards in Stockbridge. If I had fallen into the traffic, rather than away from the traffic I might not have been here to sign this petition."

Appendix 7. Data Evidencing No Majority Public Support for Spaces for People Measures on Lanark, Longstone and Inglis Green Roads

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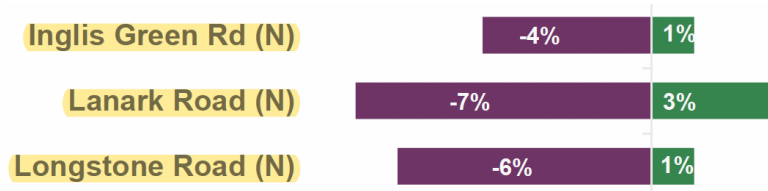
Public Consultation (residents)

- 68–79% want the scheme removed



Public Consultation (businesses)

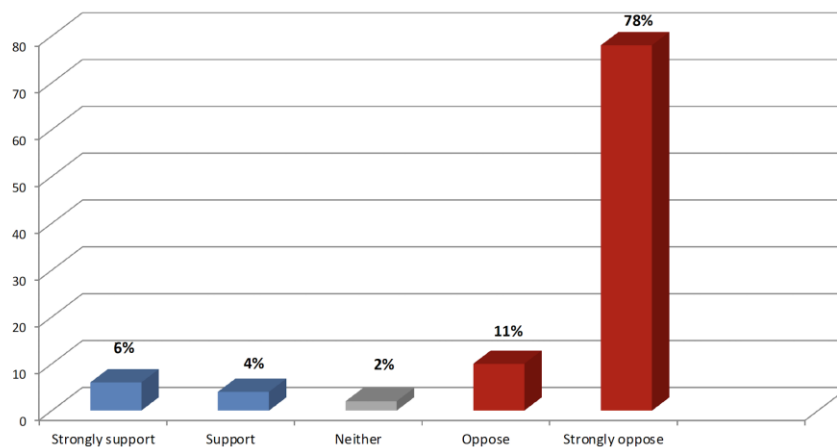
- 70–86% want the scheme removed



Professionally conducted market research commissioned by SWEM in Dec 2020

- Survey of those who live, work and travel to the area by a company registered with the Market Research Society
- Promoted through community councils, local businesses, social media and door-to-door
- Fieldwork conducted from 14 December to 30 December, 2020
- Total response of 1,011
- Data checked and validated using IP addresses

Support for City of Edinburgh Council Proposals



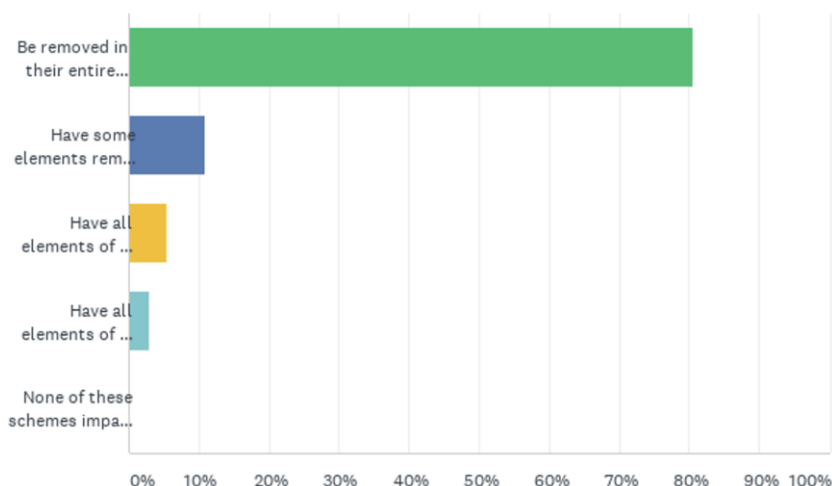
Local survey conducted by SWEM from 24 May 2021 until 7 June 2021

Publicised on social media (Facebook, Nextdoor.co.uk), by inviting Longstone Community Council to disseminate, and by local leafleting.

- 80% of respondents want the schemes removed entirely:

Q14: Looking to the future, do you think that the schemes on Lanark, Longstone, Inglis Green and Slateford Roads should:

Answered: 447 Skipped: 0



Powered by SurveyMonkey

- Some support for measures like double-yellow lines near junctions and the 30mph speed limit on Lanark Road:

Q15: Please select which elements of any schemes you would like to become permanent: (please tick one or more options from each row)

Answered: 447 Skipped: 0

	LANARK ROAD	LONGSTONE / INGLIS GREEN ROAD	SLATEFORD ROAD	NONE	TOTAL RESPONDENTS
Segregated cycle lanes (bollards and rubber lane defenders)	9.84% 44	8.05% 36	7.16% 32	88.81% 397	447
Floating parking spaces	6.71% 30	5.82% 26	5.37% 24	92.84% 415	447
Reduction in speed limit	43.18% 193	31.77% 142	28.41% 127	49.22% 220	447
Double yellow lines near junctions	51.01% 228	49.22% 220	46.31% 207	44.52% 199	447
Double yellow lines away from junctions	12.75% 57	12.08% 54	11.63% 52	84.79% 379	447
White hatching to narrow junctions	14.77% 66	12.75% 57	12.53% 56	83.89% 375	447
Bus lanes (currently only Lanark Road)	33.11% 148	8.50% 38	13.42% 60	64.43% 288	447

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Strong majority support for council interventions to maintain roads and off-road paths:

Q17: Are there any features NOT currently included in the Spaces for People schemes that you consider are needed to encourage walking and cycling?

Q18: If you answered "Yes" above, please rate the priority of the following options: _____

Answered: 301 Skipped: 146

	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY	TOTAL
Speed indicator signs that display speed as cars drive past	37.89% 108	42.46% 121	19.65% 56	285
Off-road paths maintenance and improvement (e.g. Water of Leith, Union Canal)	12.03% 35	20.27% 59	67.70% 197	291
Wider traffic islands with dropped kerbs on pavements opposite traffic islands	34.49% 99	35.54% 102	29.97% 86	287
More traffic wardens to enforce sensible parking based on pre-Covid parking arrangements	54.06% 153	30.74% 87	15.19% 43	283
Light-assisted pedestrian crossing(s) on Lanark Road	25.95% 75	39.10% 113	34.95% 101	289
Cycle lanes with no bollards, that go around parked cars (rather than up the inside of parked cars)	40.91% 117	30.42% 87	28.67% 82	286
Road and pavement pothole repairs and maintenance	5.76% 17	4.41% 13	89.83% 265	295
Functioning speed cameras	31.34% 89	41.90% 119	26.76% 76	284
More traffic islands in the areas	43.45% 126	36.21% 105	20.34% 59	290

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Appendix 8. Photographic Evidence of Accidents on Lanark Road

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17 February 2021 Female cyclist attended by an ambulance on Lanark Road.
Cyclist came off due to a pothole (eye witness report).
No other vehicles involved.



29 May 2021 Car was in collision with a van parked in the floating parking.



12 June 2021 Cyclist in collision with a pre-school child on downhill section of Lanark Road opposite Dovecot Park (eye witness report).



Witness statement (14 June 2021)

Hi

As we discussed over the weekend, on Saturday (12 June 2021) I witnessed a horrific accident on the Lanark Road involving a cyclist and a toddler which, in my opinion, arose as a direct result of the recent changes to the road layout.

My daughter and I drove to Dovecot park for a football training session that was due to begin at 12 noon. We travelled down the Lanark Road in the direction of the city centre and parked in the floating spaces that are on that side of the road. While we were waiting (in the car) a cyclist (travelling in the direction of town) collided with a toddler who had just stepped out from in front her parent's car. At that location, the cycle lane passes between the pavement and the parked cars leaving the cyclist, who thankfully was not going at an excessive speed on this downhill section, nowhere to manoeuvre round the girl. He also couldn't have seen her any earlier as his line of sight is obscured by the other parked cars.

Midway through crossing the cycle lane, the young girl's mother shouted to her when she saw the cyclist, but the child froze not knowing whether to keep going to the pavement or return to her mother. All of this happened in the space of a couple of seconds but the chill I feel thinking about watching such a small child bundled under the wheels of the bicycle is something that will live with me (and no doubt the others that witnessed it) for a long time. Both the child and the cyclist suffered significant injuries but thankfully neither required hospitalisation. I suspect this is mostly due to the cyclist's quick reactions and attempts to slow the bike down, but earlier this year a collision resulted in death of the pedestrian (<https://www.bbc.co.uk/news/uk-england-london-56320121>). It chills me to think that this was very nearly the outcome on Saturday. In the aftermath of the incident the families dog ran out across the road and was not retrieved. Whilst not connected to the immediate incident it's easy to imagine how the situation could have escalated.

Upon reflection I don't think there was a great deal either party did wrong, as a cyclist and a parent, I could see the incident from both sides. However, it would be a dereliction of duty for Edinburgh City Council to say this collision was just a freak accident because the potential outcomes of these events are too

catastrophic to be simply brushed under the carpet. I'm sure this wasn't the first time this has happened, but as we return to more active lives these sorts of incident will happen more frequently. Perhaps next time the unfortunate parties involved won't be so lucky?

We **must** reflect on these incidents and consider on what action can be taken to avoid them happening again in the future. A primary factor in the collision was the cyclists inability to take evasive action and this was purely as a result of the recent changes made to the road. The inherent problem with this design is that the cyclist has no way to avoid a collision, trapped between the cars and pavement there is no escape route left or right.

A fundamental principle of any city council is surely to ensure the safety and well-being of its citizens. To allow these bicycle channels to remain in place for a single day longer is in complete contravention of that, it is to place the implementation of this flawed design ahead of all else and to disregard the people of Edinburgh. I await to see which path is chosen.

Yours sincerely

Name provided to *Keep Edinburgh Moving* and available upon reasonable request.

Further details: *This eye witness was sitting in a car directly in front of the collision. The child suffered bruising and grazing. The cyclist was sufficiently injured to have to return home, and suffered serious cuts to his face and leg. Local residents on Lanark Road provided dressings for the cyclist.*

The day before this accident, a local resident who had reported a near miss at exactly the same spot had received this response from the Spaces for People team:

Parking Access – Near Miss _____

Thank you for bringing this incident to my attention. We are aware of concerns regarding conflict between people accessing and egressing parking and cyclists at the parking bays on the downhill side of the road. We will consider whether any changes can be made at these locations to reduce conflict as part of the scheme's ongoing review.

It is not a case of 'whether can changes *can* be made' it is a case where changes 'must' be made.

We note that an FOI request revealed the council officer replying to this resident had briefed the Lanark Road scheme on a whim, which subsequently was designed by Sustrans in London in a timescale of only two weeks, along with Longstone and Slateford. This rushed approach to complex road design has created a negative legacy for the community for the last five months, and the response from the officer above illustrates the lack of urgency when responding to issues like this in spite of repeated press comment from the council that schemes will be changed where there are issues. In this case 'tweaks' simply cannot fix it. The entire design is flawed.

Appendix 9. Results from the Change.Org Petition, "Oppose the Council's plans for Lanark and Longstone/Inglis Green Roads"

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- 1,515 signatures (12 June 2021)

Comments (104):

"As a resident object to plans"

"Another stupid idea from the council, I bet none of them live in the area."

"It's totally useless and un needed in these streets.. There is no footfall"

"This is shocking !! Whoever thought of this idea needs their head looked at.. take it they don't live in the area.. when my daughter gets knocked down getting off a bus when she comes home from school.. i will sue the council... i just pray she doesn't get killed with the speed the bikes come down the Lanark road !!!"

"I'm signing because other than a reduction to 30mph there is absolutely no need for these measures. Whilst the road is too fast it is certainly never that busy. There's ample room for cars & bikes at present. Pavements are already wide enough for social distancing. Just why would anyone think spending tax payers cash on this would be a good move is beyond me!!"

"I truly feel this would make this more dangerous for drivers and pedestrians. I also feel the walk way is sufficient and enough space for people to pass safely. The roads have parked cars on them and by taking this away will make roads off the main road much more dangerous as these roads haven't enough parking spaces for those who live in the area."

"It restricts parking on Lanark Road with a knock in effect with side streets becoming even more congested. Traffic lights on Lanark Road / Kingsknowe Road South would be an excellent safety feature for traffic turning right into Lanark Road. They would also and reduce traffic speed"

"Lanark Road needs a reduced speed limit (30mph) and a pedestrian crossing to make it safe. The proposed changes do nothing to make it safer, but in fact more confusing and dangerous for all users. The fact that it can be done quickly and on the cheap with some plastic does not make it the best option. Spend some money, consult local users/witnesses and make it safe."

"I'm signing because the Lanark Road works well as a dual road - had heard NOTHING about this - but it has to be stopped!!"

"Ridiculous idea"

"Don't agree with the changes."

"I'm signing this petition because it would cause more problems than it would solve"

"It is an illogical plan that is doomed to fail, and it appears dangerous for pedestrians."

"Enough is enough the people of Edinburgh are tired of thos Council doing whatever they want even when their plans are Ckearly not what the residents want again the council pay NO attention to the voices of their city.GET A GRIP EDINURGH COUNCIL LISTEN TO YOUR CITIZENS THATS YOUR JOB"

"These alteration have not taken In the volume of traffic and width of the roads for these alterations. Having buses stop beside a cycle lane is an accident waiting to happen. Someone will step of the pavement when the bus arrives and a cyclist will come through the middle."

"It's ridiculous"

"Ridiculous, I'll thought out plan."

"We can't take anymore buildings sort the infrastructure first"

"We do not need these changes to the Lanark road. Many people are working from home due to the pandemic and should be able to park outside their homes or at least close by. The Lanark road also has lots of local businesses, who rely on their customer's to use on road parking. If this was to go ahead, it would have a huge economic impact on such businesses In an already difficult time. There is a cycle path at the water of leith and the canal, so there is no need to introduce these new measure to the Lanark road, when frankly no one wants them. : I think you need to consider the community's views and look at the bigger picture, before this goes ahead ."

"A completely impracticable idea. This road is busy enough already and this plan will lead to even more congestion and pollution."

"This will cause greater disruption"

"I think the council have to take another look at the set up"

"The obstructions created by these measures will not help anyone. They will increase congestion and frustration for drivers."

"It defies logic, people are being forced into their cars v public transport, particularly for shopping and those key workers who must travel for work. This is not the answer. It feels it will benefit a very small percent."

"Not needed. Plenty of good cycle routes in the area, will cause a traffic nightmare with increased pollution"

"I'm sick to death of having my daily commute interrupted by roadworks. At pbe point last year. I was caught in Road works and could see the effect of the last set of lights on my rear view mirror. ENOUGH."

"This would be a nightmare and people would park is streets off the lanark road, where residents are struggling to get parked in there own street at present."

"It's such a ridiculous idea, I can't believe it's even being considered."

"This is a ridiculous idea and will hold up public transport which i use , it is also a time where money could be better spent"

"This is a great idea let's take one of the few free flowing roads in the city and reduce it to one lane creating more congestion and pollution with stationary vehicles at the same time we can increase the risk off accidents by reduceing the width of the road, since this road is currently dual carragway allowing free flowing traffic to take local residence to amenities such as shops and work with relative easy and safety for all concerned we should make it narrower reducing the efficiency of public transport making it more congested more dangerous and less convinient for local residents influencing them to travel on narrower and more densely populated routes used by children to go to and from school full of speed bumps and traffic calming measures causing further pollution in these areas and increasing the risk off accidents here as well big thumds up to the council for putting the needs of the few before the needs off the many"

"I do not believe these changes benefit the residents in any way and will lead to more congestion rather than solve a perceived problem."

"There is no requirement for this. Any cyclists wanting away from the main road can use the Water of Leith and Canal towpath."

"Edinburgh Council take no consideration for residents of the area."

"This is a very poorly thought out and unnecessary plan."

"It doesn't make sense council ☐"

"It will bring harm upon the existing use of the Lanark Road, disruption to traffic flow during construction, we don't want change! We will consider taking the council to court over this massive change to our roads and amenities if needed. You clearly don't know how users who live in the area want it to be kept. The cycle route is along the water of leith and the canal. Not the road!!

You've done the same over in East Craig's. People are very angry about the move. Turn back your decision and stop causing people more stress in their lives. This is not needed right now."

"What is needed is an alternative route to Lanark Road to ease congestion and allow alternative routes travelling east to west and west to east at peak commuting times, when congestion occurs. You can rarely travel more than 30 miles per hour along Lanark Road due to congestion."

"I have no issues with speed reduction. But actually need a crossing! Don't think there is need for making a single carriageway!"

"I agree that the plans will cause the problems as described"

"How can this be called 'Spaces for People' when it doesn't consult the people affected? It doesn't even make them aware of the proposal! If it's not 'Covid safe' to put notices in lampposts and put letters through doors to those who aren't constantly on the council website, how is it Covid safe to actually do the work on the roads? The last thing residents need as we head into more lockdown is new and unnecessary parking restrictions outside their own homes - especially elderly, disabled and those facing financial crisis or Long Covid."

"I live in Juniper Green on Lanark road and I totally agree with everything in this proposal"

"What is wrong with the Council? Allowing planning for thousand of houses that will use this road and they want to introduce measures to slow it up further. Maybe introduce a bus service as frequent as the 26 or 22 on the 44 route. Cycling is not an option for the masses."

"Abuse of powers from the council throughout the city with regards traffic implementation."

"A supposedly temporary measure costing £165k which will cause chaos not just on this road but the many rat runs that it creates"

"Yet another hair brained traffic management scheme from the Clowns at Waverley Court. Perhaps the speed limit should be reduced and a pedestrian crossing put in. However reducing this road to single carriageway is just plain stupid."

"Another lunatic idea from the City of Edinburgh council. Stop, consult then agree a sensible way forward!"

"Absolute joke. The council do not listen to the people who vote them in. This is an accident waiting to happen."

"In my opinion, the new markings will create a potentially dangerous situation for all road users: pedestrians, cyclists, disabled road users who will have to park "in the middle of the road." This as well as effectively narrowing the road, creating tailbacks and the need for dangerous manoeuvres in busy traffic. I support the 30mph speed limit; long overdue."

Name redacted.

"Lanark road works fine as it is, any change to it will reduce traffic flow and increase congestion. It is a main route into the city centre with numerous homes. The current lay out allows parking, delivery and buses to use it without impacting the free flow of daily traffic"

"I don't want to see a reduction in the availability of parking close to Gillespie Crossroads. I attend the nursery there and don't want to have to cross Lanark Road with two small children on a regular basis."

"The dual carriageway on Lanark Road works well. It keeps traffic flowing, allows for safe overtaking up the hill, allows for people to park outside their houses and for deliveries to be made safely. There is room for cyclists, and plenty of room on the pavement for pedestrians to pass each other safely. Don't fix what isn't broken. Reducing this to a single carriageway will cause many issues for residents and push parking of cars into the side streets where residents need to park their own cars. This is an unnecessary waste of resources. Think again please."

"This will also cause severe congestion on side streets if there is a major event on at kingsknowe golf club."

"There is already plenty of space for people walking it already has lovely wide pavements which I walk on nearly every day with my dog and plenty of room for cyclists with having two lanes, if it's not broken don't fix it, surely there is something else at this time of uncertainty that the money could be spent on !!"

Name redacted.

Name redacted.

"Lanark Rd can't cope with the traffic at the moment, I feel this plan will only make things worse, there will be nowhere for parking."

"How many changes do we need leave things alone"

Name redacted.

Name redacted.

"Not happy with this proposal at all. The last thing we need is this confusion and additional congestion on Lanark road, especially in the morning. The cons far outweigh the benefits for us residents as far as I can see."

"These proposed measures are bad for local residents, bad for congestion and will make the roads less safe. They are also unnecessary as the current set up generally works fine"

"The council are certifiably mad. They've got no money, they can't maintain the roads and pavements that we already have but they are spending a fortune on these stupid ugly road alterations, OUTRAGEOUS!"

"I never understand why so many Councils do not liaise and consult with the people directly involved and affected by their decisions! Power just goes to their heads I suppose....please stop and think, consult and liaise, with your constituents and businesses involved, when making plans...especially when they often don't live in the affected areas and don't know the full picture!"

"It's a badly thought out plan"

"As a cyclist I don't want to stop every time someone gets on the bus as per the proposal of the new cycle lanes, I'm happy to safely overtake the bus when passengers are getting on as I currently do. I also feel this will increase congestion on the roads in this area and have a negative affect on the local community and shops."

"Another ill-conceived crazy council plan, look at the mess they've made of morningside & comiston roads to see what will happen here"

"Lanark road works well just now. I am old enough to remember when trams stopped in the middle of the road and you took your life in your hands as you rushed to the pavement. So how will a person with reduced mobility or in a wheelchair get to the pavement before a bike, with no speedometer, flies down the road!?"

"As a cyclist and car user I dispare at the lack of consultation or even a well thought out argument on why CEC feel this Draconian measure is needed. Just say NO"

"This will impact on my ability to play golf at Kingsknowe golf club when car park is full."

"I disagree with the recommendation"

"I presume whomever devised the plan is unfamiliar with the area. Cyclist have the canal path and Water of Leith at their disposal. This would stop children in particular using the playing fields at a time when they are prohibited from exercising indoors."

"Changing the speed limit will not reduce the issue and Lanark road has two speed cameras."

"I don't believe these proposals will help the local area. It will create more congestion and disruption"

"This is a total waste of money which could be spend in much better ways ie road repairs !"

"Unnecessary! Inconvenient for households, emergency services, delivery drivers... the list is endless. Plus it's an eyesore."

"The cycle lane is unnecessary . It'll be unhelpful for disabled residents."

"I use the nursery on the Road and the changes will make stop off and pick up very unsafe!"

"Typical stupidity of the council. Waste of time and money on something totally unnecessary. As usual, complete overkill. Please someone start a petition to sack the council!"

"This is completely unnecessary and will lead to accidents."

"There is no evidence that this is needed - there are already cycle paths on the water of Leith and along the canal, and there are very few pedestrians that walk along Lanark road on Kingsknowe other than to get into their houses after parking their car outside their house - something that this daft and no doubt expensive proposal would stop. Has whoever thought this up even visited Lanark Road? The main traffic on this stretch is cars, buses and lorries/delivery vehicles, not people and bikes. All this proposal would do is create dangers and traffic jams where there currently aren't any."

"It's crazy!"

"It's dangerous and a waste of our money . They have already made a massive danger zone of Comiston Road . How much of our money are they going to keep wasting? It could be put to much better use , ie, HEALTH CARE"

"Just why"

"This plans is nuts- why change something that doesn't need changing"

"There are 2 alternative options to cycle avoiding Lanark Road. Speed limit restrictions are more than adequate"

"The new restrictions have not been thought-out and will lead to serious congestion"

Name redacted.

"The new restrictions will heavily affect the parking in Riccarton Mains Road. We are currently seeing a high volume of traffic throughout the day."

"Ensuring residents have access to their homes and services is crucial, plans in place will only disadvantage residents. Surely its about making the best decisions not the worst. Do it properly, consult and take peoples needs into consideration."

"this is ludicrous. I'm a cyclist and I've seen what they've done on Morningside Road and it's LESS safe than without measures. Complete and utter waste of time, money and effort"

"This is not wanted and will impact many."

"Reduce speed limit , and leave it the way its is.. change for change sake is complete waste of tax payers money and not what the people in the area want or support"

"This affects family members jobs."

Name redacted.

"There are already cycle paths that simply need upgraded and would make the already slim roads safer id cyclist actually used the cycle paths in situ."

"Brexiteers used rail about faceless bureaucrats in Brussels . The Edinburgh ones do much more damage. If the is serious about providing places for people ie pedestrians and bikes they should spend all their efforts on making pavements safe to walk on and providing road surfaces that are safe to cycle on. Once that is cracked other improvements can be looked at. In meantime the 4 lane Lanark Road provides a flexible and valuable park and ride facility."

"This council is destroying our city. Leith walk is a disgrace a total waste of money Too much consideration to cycling . Instead of improving the roads for the paying motorists. This is not Amsterdam ."

"These changes are not necessary. A reduction in the speed limit To 30 might make some drivers Reduce their speed to 40"

"It is not required. The water of Leith and canal path can be cycled on."

"I believe that this part of Edinburgh already serves cyclists well (The Dell and the canal). The pavements were wide enough pre-covid on Longstone and Lanark Road. Longstone. Parking spots currently used by workers in the area will just be forced off the main road and into already crowded streets. My biggest concern is that these 'temporary' measures will not be removed"

"The bike is a mode of transportation used by the minority"

"An absolute disgrace. Ill though out and completely lacking in any consultation with the local residents and businesses. Around 93% opposition, yet the council are going ahead regardless. We vote these people in to represent our views, not to lord over us and ignore our opinions. This is about a small minority of cyclists and has nothing to do with 'spaces for people' I will not be voting for any of the pro parties on this issue at the next elections, even if it means voting for a party I have never voted for before. I suggest we all do the same."

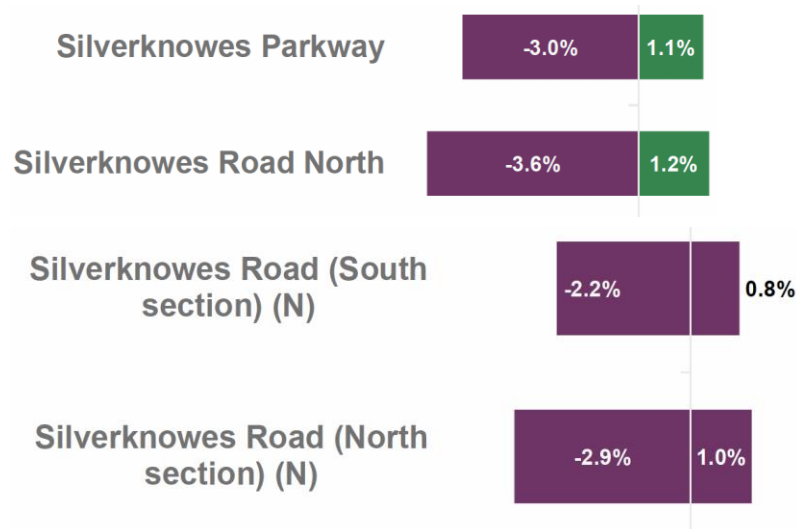
"The plans do not make it safer for cyclists. They make it more dangerous for drivers and cause congestion. Also cause great inconvenience and pollution for residents."

Appendix 10. Data Evidencing No Majority Public Support for Spaces for People Measures in Silverknowes

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Public Consultation (residents)

- 73–75% want the schemes removed



Market Research commissioned by Cllr Kevin Lang in May 2021

- Responses from almost 700 local people over these last two weeks.
- Overwhelming opposition to three schemes as detailed below.

Silverknowes road and cycle lane changes - the survey results

1. Silverknowes Road North - What is your view on the current closure of the road down to the promenade to private vehicles, with access only for buses and cyclists?

- Strongly opposed - 72%
- Slightly opposed - 8%
- Neutral - 3%
- Slightly in favour - 5%
- Strongly in favour - 12%

TOTAL OPPOSED - 80%
TOTAL IN FAVOUR - 17%

2. Silverknowes 'quiet cycle route' - what is your view on the 'quiet cycle route' through Silverknowes, which involved new cycle lanes on Silverknowes Road and Road East, as well as changes affecting Silverknowes Court and Place?

- Strongly opposed - 83%
- Slightly opposed - 5%
- Neutral - 2%
- Slightly in favour - 4%

- Strongly in favour - 6%

TOTAL OPPOSED - 88%
TOTAL IN FAVOUR - 10%

3. Silverknowes Parkway - what is your view on the introduction of the cycle lanes on Silverknowes Parkway?

- Strongly opposed - 62%
- Slightly opposed - 8%
- Neutral - 11%
- Slightly in favour - 7%
- Strongly in favour - 12%

TOTAL OPPOSED - 70%
TOTAL IN FAVOUR - 19%

Appendix 11. East Craigs independent market research survey

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Taylor McKenzie (TMcK) undertook quantitative research with residents of the East Craigs area to assess:

- Opinion on traffic & travel, to help define which problems exist in the area
- Opinion on a range of potential solutions proposed by the City of Edinburgh Council as part of the LTN
- Opinion to a number of other proposed solutions to improve the area for residents

The research was commissioned by Get Edinburgh Moving (GEM), a community body that was created in opposition to the original LTN proposals.

Taylor McKenzie took a mixed data collection approach to this research. A paper survey was developed and mail dropped to all households within the East Craigs area. The postal copy of the survey included a web address and QR code to allow residents to complete the survey online if they preferred to do so.

A freepost return envelope was provided so that the survey could be easily returned by those who wished to complete the survey by post. To ensure that only households within the area could complete the survey, a unique 6 digit code was added to each postal survey. Data which did not include a valid

The survey is important as a highly representative view of the residents of west Edinburgh in relation to Spaces for People interventions / potential interventions, and traffic / transport priorities of Edinburgh residents.

Also, specifically it addresses the Drum Brae North segregated cycleway. From a base of 1,562 households responding, only 15% support the DBN cycle lane, while more than 5 times as many households (76%) oppose its retention. This survey is very significantly more representative of local residents than either the Council's consultation, or its market research survey, and the result – a conclusive rejection of the scheme – could not be clearer, and should be respected.

Some selected findings of the survey are below - the detailed survey results are available [here](#).

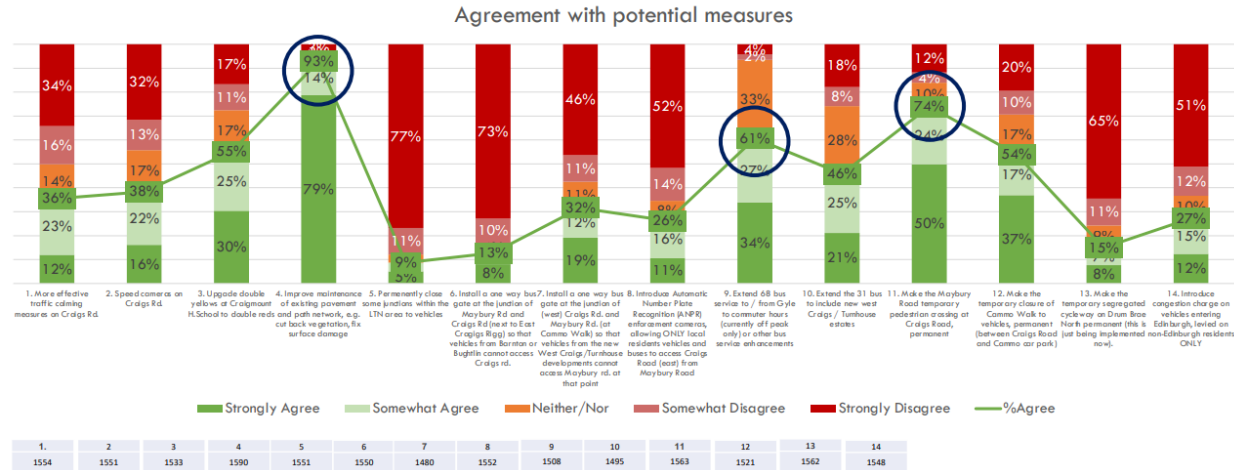
Reaction to potential solutions

Measures with most support:

- ✓ 'Improving maintenance of pavements & paths' (93%)
- ✓ Making Maybury temporary crossing permanent (74%)
- ✓ 'Extending the 68 bus service' (61%)

Measures with least support:

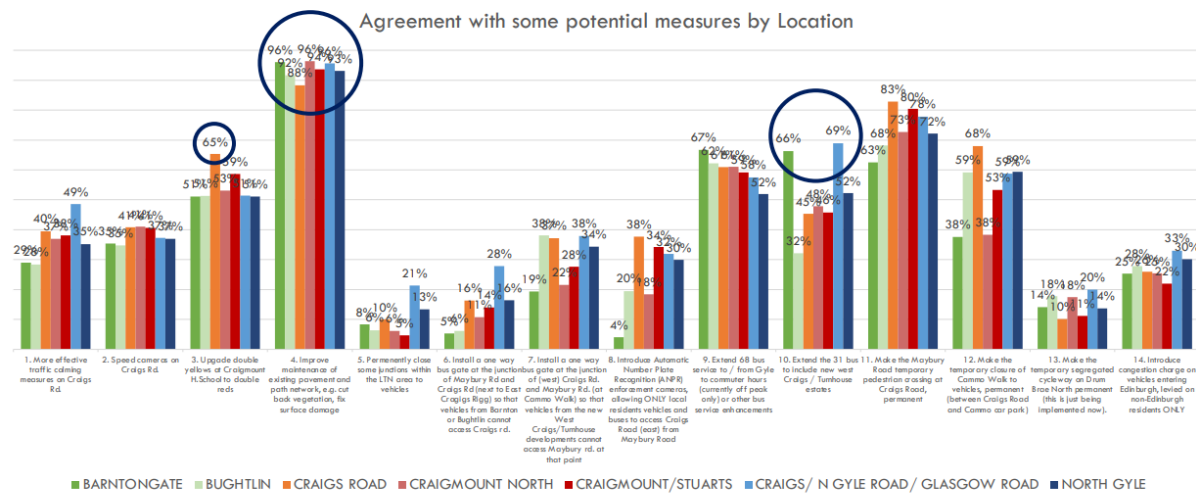
- X 'Permanently closing some junctions' (9%)
- X Installing a 1 way bus gate at the junction of Maybury Rd. and Craigs Rd' (13%)
- X 'Make the temporary cycle way at Drum Brae North permanent' (15%)



Reaction to potential solutions split by location

There are some variations in appeal based on household location...

- ✓ Those on Craigs rd. are more likely to agree with 'upgrading double yellows to double reds'.
- ✓ Those in Bannerton and Craigs/N Gyle/Glasgow rd. are significantly more likely to agree with an 'extension to the 31 bus route'.
- ✓ 'Improve maintenance on paths and pavements' remains the most agreed with measure across all locations

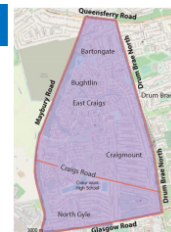


* Base Numbers on Slide 23

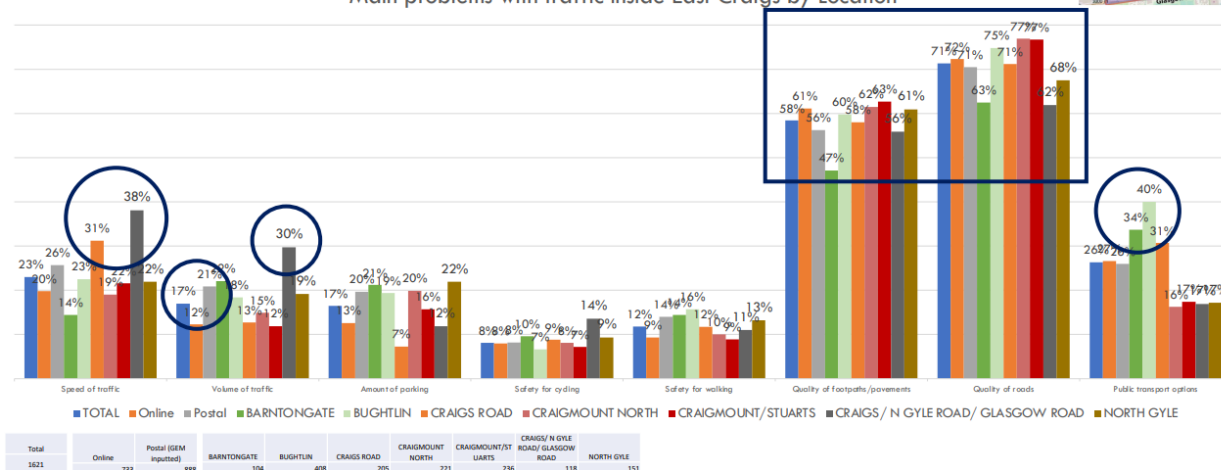
Main problems with traffic/travel: Inside East Craigs Area (purple on map) – split by location

Overall, 'Quality of roads' and 'Quality of footpaths/paths' were the main issues across locations...

- ✓ Those in Craigs Rd. and Craigs/ N Gyle Rd./ Glasgow Rd. were most likely to raise 'Speed of Traffic' as a problem.
- ✓ Craigs/ N Gyle Rd./ Glasgow Rd. households were also more likely to state that 'Volume of traffic' was a problem.
- ✓ 'Public transport options' were seen as more of a problem by those in Barntongate, Bughtlin & Craigs Rd.



Main problems with traffic inside East Craigs by Location



Silverknowes Community Group

Deputation to City of Edinburgh Council meeting 24 June 2021

Agenda 7.13

Potential Retention of Spaces for People measures - referral from the Transport and Environment Committee

Dear Councillors and Stakeholders.

We the Silverknowes Community Group (S.G.C.) would highlight the following since the installation of the Temporary Emergency Covid 19 measures on our streets in and around Silverknowes.

Silverknowes Parkway and Road North. The vulnerable and Elderly are not receiving Food deliveries as the providers will not deliver supplies due to the installation of Rosehill Lane Defenders (RLD) and the painting of double yellow lines, leaving all concerned in a heightened state of panic. The same applies to white goods and other bulk deliveries.

Silverknowes Place. Traffic is restricted to access the Place from the Parkway resulting in all large vehicles having to mount the pavement at the junction of the Place and Parkway putting Pedestrians of all abilities in danger as the line of sight at the corner is obscured by a 2: 4-metre-tall hedge. This includes Refuse uplifts, Fire Tenders and any other large vehicles. Responsible drivers are entering from the Court and reversing down the Place to drop off their goods. This procedure in itself is highly dangerous and puts all at risk of injury from large vehicles. This method of delivery is being forced upon legitimate people going about their business with Residents, Pedestrians and Cyclists being exposed to unnecessary dangers.

Silverknowes Road North. This road closure is well intended but is failing in its intended purpose. The road is wide enough to make it one way for traffic and the installation of two-way cycle/pedestrian use. The current installation is not fit for purpose as it is confusing for both cyclists and pedestrian's. The road switches from one lane use to two lane use causing confusion for all which has led to very serious accident to a Lady cyclist who incurred a life-threatening head injury. This design is not safe nor is it user friendly. We suggest that the road is open to one way traffic entering from the Parkway and exiting at Marine Drive with buses doing the same. This would allow the Public of all abilities access to enjoy the scenery at the promenade.

A recent independent survey carried out by Councillor Kevin Lang attracted almost 700 responses from the residents of Silverknowes. (Appendix 1). The results are clear and unambiguous with the vast majority in favour of the removal of the installations and engagement with the Community on a best way forward. We are not against cyclists or any other means of active travel, but all observations show that these schemes are not being used as intended nor do they show any increase in cycling in the area.

We note that the Council have ignored the recent City-Wide Survey which overwhelming shows support for the removal of the schemes. We urgently request fresh dialogue with ALL Stakeholders so as to define a fit for purpose way forward.

Kind regards

Eddie Wood (on behalf of Silverknowes Community Group)

Appendix 1 – email from Cllr Lang and Cllr Young with survey results.

Silverknowes road and cycle lane changes - the survey results

Thank you for taking the time to complete our recent survey on the road and cycle lane changes in Silverknowes.

We have had responses from almost 700 local people over these last two weeks. Given decisions will be taken by the Council transport committee next month on what changes should be made permanent, it was really important for us to hear the views of our constituents.

We wanted to share the complete results with you.

1. Silverknowes Road North - What is your view on the current closure of the road down to the promenade to private vehicles, with access only for buses and cyclists?

- Strongly opposed - 72%
- Slightly opposed - 8%
- Neutral - 3%
- Slightly in favour - 5%
- Strongly in favour - 12%

TOTAL OPPOSED - 80%
TOTAL IN FAVOUR - 17%

2. Silverknowes 'quiet cycle route' - what is your view on the 'quiet cycle route' through Silverknowes, which involved new cycle lanes on Silverknowes Road and Road East, as well as changes affecting Silverknowes Court and Place?

- Strongly opposed - 83%
- Slightly opposed - 5%
- Neutral - 2%
- Slightly in favour - 4%
- Strongly in favour - 6%

TOTAL OPPOSED - 88%
TOTAL IN FAVOUR - 10%

3. Silverknowes Parkway - what is your view on the introduction of the cycle lanes on Silverknowes Parkway?

- Strongly opposed - 62%
- Slightly opposed - 8%
- Neutral - 11%

- Slightly in favour - 7%
- Strongly in favour - 12%

TOTAL OPPOSED - 70%
TOTAL IN FAVOUR - 19%

We respect the views of people who have expressed support for the changes made. However, our survey shows overwhelming local opposition to the three schemes, a real feeling that they have been unnecessary and a poor use of public money.

We will use these results to argue for the schemes to be removed or radically changed.

For example, we have long believed the road to the promenade is wide enough to be sensibly reopened to vehicles but with safe cycle lanes put in place. There is also an opportunity to look at two-way cycle lanes on the north side of Silverknowes Parkway at the park as an alternative to the current arrangements which are causing such serious access problems for residents. The quiet cycle route is a solution chasing a problem and needs removed.

We want to explore many of the ideas passed to us but, one thing is clear; the current arrangements cannot be allowed to continue.

Thank you again for taking the time to provide us with your views.

With best wishes,

Cllr Kevin Lang and Cllr Louise Young



Get Edinburgh Moving

e: GetEdinMoving@gmail.com
w: <https://getedinmoving.org.uk/>

The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Date: 22nd June 2021

Dear Councillors & Officials,

**RE: CITY OF EDINBURGH COUNCIL MEETING 24/06/21 –
DEPUTATION IN RELATION TO AGENDA ITEM 7.13: Potential Retention of Space for People Measures - referral from the Transport and Environment Committee**

I am writing concerning matters discussed at the recent Transport & Environment Committee meeting earlier this month. We are keen to share GEM's view on specific measures and citywide Spaces for People measures.

A: East Craigs Low Traffic Neighbourhood

1. While GEM welcomes the decision not to take forward the East Craigs LTN 'at this stage', we are disappointed that the plans are on hold rather than scrapped. The independent Taylor Mackenzie "East Craigs - Traffic/Travel in your area survey 2021" (link below) was conclusive. **With a highly representative response rate of 34%, only 8% of households in the LTN area supported the LTN. In contrast, fully 86% opposed it – for every household in support, more than ten households opposed.** The Council's survey was also evident, despite the leading and biased questions.
2. The Council reasons that circumstances may change in future, with the thousands of new homes planned to the west of Maybury Road. Given the construction timescales involved and the council elections in May, there is no need for the plans to be left 'on hold'. No council can bind a future council in terms of policy. If the local community supports a new consultation in future, then a future council could commence an engagement exercise at that time, of course putting local residents at the heart of any decision.
3. It should be noted that GEM put forward simple mitigation measure proposals to the Council for consideration, ensuring continued access to Craigs Road for long-term local residents in Bughtlin while ensuring new residents' traffic from West Craigs is routed correctly to the surrounding arterial routes.
4. Given the experience, GEM is healthily sceptical when considering the Council's intention to 'come back to discuss ideas on targeted traffic reduction with the community. We are happy to engage with the Council; however, for clarity, we need to highlight that the Taylor Mackenzie survey found ALL sub-areas within the LTN area opposed the LTN, and therefore there is no mandate to introduce measures, such as closing junctions / installing modal filters in any sub-area:

	Support	Oppose	Oppose : Support
Barntongate	7%	80%	>11 : 1
Bughtlin	7%	87%	>12 : 1
Craigs Road	6%	90%	>15 : 1
Craigmount North	7%	87%	>12 : 1
Craigmount / Stuarts	6%	92%	>15 : 1
Craigs / N Gyle Rd / Glasgow Rd	22%	75%	>3 : 1
North Gyle	11%	85%	>7 : 1

5. GEM hopes that lessons are learned from the last year in terms of how to engage with local residents and bring them with you – not create a situation where residents are forced to crowdfund for legal action and independent market research – in effect to fight their own Council in the middle of an economic crisis. When considering change, the Council has to bring residents along, consult and listen – for most of the last year; it has felt that deeply unpopular changes were being forced on residents against their clearly expressed will



B: Drum Brae North (DBN) segregated cycle lane

1. GEM notes with some disappointment that the Council recommendation is only to bring a report to the August 2021 Transport and Environment Committee on options for *modifications* to Drum Brae North (DBN) based on the concerns expressed through the public engagement
2. The recent independent East Craigs Traffic residents' survey (undertaken by Taylor Mackenzie) found that **only 15% (of 1,562 households responding) supported making the cycle lane permanent, while 76% opposed its retention – for every one household in support, more than FIVE households opposed; even among cyclists, only 22% supported retention**
3. With a response rate of 34%, the independent Taylor Mackenzie survey is easily the most representative evaluation of opinion available to councillors (full results and methodology available at <https://getedinmoving.org.uk/survey-results>) – the views of the local community are crystal clear – the measure should be removed
4. The less representative Council consultation results also echo these results
5. Many specific safety and traffic issues have been raised in relation to the scheme
6. **'Hatching' on the centre of the road has been removed at the apex of the hill to make room for the cycle lane – this was initially installed to more safely space cars at the blind summit after a fatal accident (according to local residents), now cars are being dangerously pushed together by the cycle lanes.** GEM raised this safety issue with Martyn Lings in March; the last update was 31/03/21 when Martyn commented that the Council was 'still working to establish with colleagues if hatching was implemented to address an RTA in the past' – no further communication received on this critical safety issue.
7. **GEM notes** Councillor Millars recent concerns concerning road-related incidents, and it would appear to our residents that only applies where it suits the Council administrations ambition and ignores point 6.
8. For decades, DBN has essentially operated with two lanes northbound from the north side of the hill – allowing traffic to filter left and right at Queensferry Road and turn left onto Craigmount Avenue North. This is now cordoned off with bollards.
9. The traffic now builds up to and beyond the blind summit; if the queue ends on the north side, it is blind – locals believe this is an accident waiting to happen
10. **It is noted that traffic has not yet fully returned to pre-Covid norms – when it does, the loss of a lane northbound will seriously exacerbate queuing traffic in the morning and evening rush hours in particular – significantly increasing congestion and pollution**
11. **The above point will exacerbate the danger of delays to emergency services response times that could cost lives – with the bollards; there is no space for ambulances, fire engines etc. to bypass the typically queuing traffic**
12. Only the most dedicated cyclists will go over the summit on DBN; the majority of them use Craigmount Avenue North and Barntongate as a route to avoid the hill .. many reports from local residents highlight the lack of use of the new cycle lanes – and no wonder!
13. Installation of double yellow lines on DBN means parking has been pushed to the neighbouring residential streets – especially but not solely into the entrance of Craigmount Ave North, reducing this junction to a single lane and backing up traffic - another accident waiting to happen

C: Craigs Road - Crossing improvements at Craigmount High School and traffic calming on Craigs Road

1. GEM recognises that this scheme was installed in April 2021 and is due to be reviewed by officers this month. However, as a scheme potentially being considered for retention, it is vital to provide feedback obtained by directly affected residents – feedback which has, to date, been ignored by council officials
2. The recent independent East Craigs Traffic survey (undertaken by Taylor Mackenzie) found that 36% (of 1,554 households responding) supported more effective traffic calming measures on Craigs Road, with 50% opposing; meanwhile, 38% (of 1,551 households responding) supported speed cameras on Craigs Road, with 45% opposing
3. The average speed on Craigs Road, before installation of the measures, was 24.9 mph – a little higher than desirable but very modest in city terms
4. There are significant concerns from directly affected residents on Craigs Road about the addition of the two chicanes/speeding measures installed towards the eastern end, on either side of the junction with Craigs Loan
5. The Council project team has been contacted directly by several. Many have submitted formal complaints, none of which have been responded to, to date, to our knowledge – for example, references 1092280, 1092037 & 101000667146 – these complaints are now well outside of council response times. To add further frustration, council officials are refusing to acknowledge the reference numbers are valid, even when screenshots of confirmation emails from the Council are provided
6. Residents are concerned that these installations have made a safe road a dangerous one, adding to speeding traffic, pollution, creating crossing issues and unnecessary parking issues that are hard to negotiate
7. The primary and most dangerous issue is that cars are now speeding up to get through the restrictions before traffic approaching from the other side. This is particularly prevalent during school hours. This means that right outside our doors, we now have speeding cars, distracted by road clutter and not attentive to pavement users. This was not an issue before.
8. Cars are staying in a low gear between the two which has added to local environmental and noise pollution.
9. Due to the introduction of double yellow lines, during the day, visitors and working/delivery vans and lorries have been displaced to areas at the edges of the zones, creating narrow passing lanes and access issues, where before there was space for everyone to spread out. This includes vehicles parking on the pavement, not allowing for buggies and wheelchairs to get past without venturing onto the road



10. The perception is that it has become more difficult for pedestrians to cross this road as traffic is now getting backed up, and there are fewer gaps in traffic, most prevalent during school busy times. This was never a problem before.
11. In summary, the introduction of these chicanes, apparently to create a safer environment for walkers, wheelers and cyclists, have done the opposite. When we were told things could be tweaked if they were dangerous, the lack of response to urgent issues challenges the notion that these changes are designed to improve the environment for pedestrians and residents. They have done neither.

D: Citywide Spaces for People retention proposals – including Corstorphine

1. Rather than repeat the views expressed by Keep Edinburgh Moving concerning the citywide consultation, market research and retention proposals, GEM endorses the KEM deputations on the subject and also its deputation concerning Cllr Campbell's motion (Agenda Item 8.8)
2. GEM notes that pro-Spaces for People groups have utilised multiple deputations (for example, at Transport & Environment Committee (TEC) last week) to ultimately repeat the same points over and over (and indeed to make deputations both individually and as groupings, such as BEST). For example, directly and indirectly, Spokes submitted multiple deputations on the same agenda point at TEC. We would question whether that is the right approach and the best use of councillors' time; however, if this approach continues to be welcomed, then perhaps in future, a ward-by-ward approach to deputations would underline the strength of feeling and localised citywide support behind deputations by such as Keep Edinburgh Moving.
3. It seems to us as though, despite its often leading and biased approach and questions, the Council consultation exercise – with a remarkable response rate of nearly 18,000 residents – was straightforward in terms of which schemes have local support for retention. For the Council to largely ignore the findings, favour of a profoundly flawed market research exercise commissioned by the Executive Director of Place (as opposed to being voted on by elected members) is untenable. The views of local residents concerning each scheme, as expressed via the consultation, should be respected. To not do so risks the credibility of any future consultations. The Council cannot 'have their cake and eat it – if a 1,800 response consultation such as the City Mobility Plan is embraced as a firm mandate for change, a response ten times as large cannot be set aside.
4. Other than the schemes mentioned above, GEM members have a significant interest – residents from the surrounding area – in Spaces for People measures in Corstorphine and St John's Road. We strongly object to segregated cycle lanes (such as Meadow Place Road) that impede emergency services and create critical health risks while being barely utilised, or Ladywell, that significantly restrict access by the (by definition) temporarily or permanently ill/weak infirm to two medical practices. The St John's Road widened footpaths should not be retained where they are at the expense of current bus lanes, which previously provided priority road access for mass transit public transport and bikes. Congestion and journey times have increased as a result. As we have already articulated clearly as part of the LTN discussions, East Craigs is not a 20-minute neighbourhood – its residents depend on access to local services and schools in Corstorphine and public transport through the area.
5. GEM notes the Corstorphine LTN process and hopes that lessons can be learned from the East Craigs debacle. As 'neighbours' regularly using the area, our members have expressed several concerns. The removal of parking access around the two GP surgeries, as above. The significant traffic displacement onto surrounding roads in the event of bus gates on Corstorphine High Street. In addition, the lane closure and bus gate on Manse Road – to facilitate a community space for rest and play, directly next to one of the most polluted streets in Scotland – is nonsensical. It would make far more sense to invest in improving existing facilities at St Margaret's Park. While it is important that the views of residents from East Craigs are taken fully into account, we also recognise the weighting that should be placed on the views of directly affected local residents (those in the proposed LTN area, and on the immediately surrounding roads that will see significant traffic displacement). Finally, GEM is deeply concerned that the consultation process for Corstorphine Connections, as with East Craigs LTN, is being managed by Aecom, with input from Sustrans. Aecom is incentivised via project fees that will materialise if a LTN is implemented, and so by definition cannot provide independent market research and consultation. Sustrans is a cycling pressure group whose activities are largely biased towards the promotion of that one mode of transport.

With many thanks and regards,

Steve Pickavance

Vice-Chair

On behalf of,

Get Edinburgh Moving

Community Group

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KEEP EDINBURGH MOVING DEPUTATION

Full council meeting 24 June 2021

Agenda item 8.8: Engagement and Consultation with regard to the Retention of Spaces for People Survey and Market Research

Thank you Lord Provost and all councillors for reading this deputation.

The role and application of public consultation and market research within the Place directorate and under the Transport and Environment committee is causing increasing concern in relation to undermining public confidence. This is in the recent context of the Policy & Sustainability committee approving an Engagement and Consultation approach with clear Quality Standards, which stated it was formalising existing practice, in response to the Best Value Audit of Council.

The recent consultation and market research relating to retaining Spaces for People measures, and the market research relating to East Craigs has focused public attention on this issue. In light of this we are now raising questions about other consultations and market research that have been run under this administration.

Consultations and research are obviously paid for with taxpayer money. They also require significant public effort to engage - for example the recent Spaces for People consultation will have involved around 9,000 hours of resident time (based on nearly 18,000 responses at a conservative 30 minutes per response). Therefore, approaches must be robust, ethical and meet quality standards.

There is a new more serious consideration. In an attempt to meet Net Zero targets, policy makers are increasingly likely to propose projects which cause severe negative impacts in the daily lives of higher numbers of people, in an effort to achieve behaviour change.

Over the last decade campaigns and policies to achieve behaviour change in different policy areas involved more nudge-style interventions - coaxing and encouraging people to adapt, and attempting to reduce barriers. For example, supporting greater recycling, providing information on health benefits of active travel, or hints and tips to reduce food waste.

In this context, market research is very useful to achieve audience insights around what messaging and initiatives are most likely to motivate people and reduce barriers blocking the positive behaviours.

If the research is not particularly robust, then the worst that can happen is an ineffective campaign and a waste of taxpayer money.

But the stakes are higher now. Much higher. Policy decisions are already focusing more on the restriction of people's movement, or greater financial penalties for those who do not, or cannot change their behaviour, and this is not only impacting small pockets of the population.

In this context, where the council is asking people to make significant changes it is vital to achieve buy-in for the overall goal and build a foundation of trust and transparency.

We fear that the recent market research and consultations within Edinburgh Council and how the results are analysed and then referred to are doing the opposite, and we highlight some of the top-line concerns with a few supporting examples below. Full substantiation can be provided for the examples on request.

Commercial organisations and charities which benefit directly or indirectly if a project goes ahead, also leading the consultation or research process to establish public appetite for the project.

- Aecom leading the East Craigs LTN research when they were going to design the scheme if it went ahead.
- Sustrans providing the Commonplace tool methodology, including pre-populated suggestions, when they will be providing the funding for the schemes and are paid by the Scottish Government to do so.

Failure of consultation to meet council's own Quality Standards

- Both SWEM and GEM have made previous deputations about how the East Craigs and Spaces for People consultations did not meet the council's own Quality Standards. See Appendix 1 and Appendix 2 for full detail.

Framing of project proposals in a leading or inaccurate way in materials promoting and supporting a consultation, in an apparent attempt to elicit a positive response

- Spaces for People consultation adverts with up to 40% of the icons related to disability or mobility, therefore implying that the schemes are focused on disabled people when, in fact, disability charities have regularly submitted objections of negative impacts on people with disabilities and been overruled. This use of imagery was exacerbated by constant references to "wheeling".
- Restating of council objectives up to five times in the Spaces for People consultation in the introduction and before key questions, leading to people who support the objectives but don't support the way the council is delivering on them to potentially be 'pressured' into a positive response.
- Providing positive quotes about Spaces for People in the introduction to the survey which are positioned as though they are from average members of the public, when in fact they are all from council or Sustrans employees, cycling activists and their family members, and no counter-balancing quotes are provided. While these quotes were withdrawn relatively quickly, the fact that they were approved for publication as though they were from members of the public is of great concern,

Misleading questions apparently to elicit a positive response to justify policy

- The now infamous example of this is in Sustrans Bike Life in 2019. The survey had robust sampling, but questions such as the following were misleading: *“To what extent do you support or oppose the creation of more cycle lanes along roads? These are physically separated from traffic and pedestrians by kerbs and would mean less room for other road traffic?”*. Perhaps not surprisingly 74% of respondents said they supported such an apparently lovely idea. Of course the key information that was missing was the potential implications of *“less room for other road traffic”*. If the question then explained more honestly *“which in some places might mean significant removal of parking, reduced accessibility for disabled people, transfer of risk to other road users and new street clutter”* it is less likely that 74% of people would have supported the statement.

Questionable market research approach - Spaces for People

- Apparent spam entries - based on unusually similar comments and very similar clusters of submissions which then call into question the whole data set. The agency has attempted to respond to concerns but has not succeeded in providing an acceptable explanation.
- Technical issues - respondents were able to give impossible answers to questions - eg selecting the same mode of transport as their most preferred and third most preferred and once these are stripped out along with suspected spam entries, it means the reported figures for cycling as most preferred mode of transport are no longer valid.
- Sampling concern - the sample did not seem to evidence appropriate representation of people with mobility issues, and the supposed statistically representative sample produced stats that clashed with other statistically representative research, eg relating to number of cars available to respondents (this research showed 29% had no car but other research quoted by the council claims it is 45%).
- Use of factually incorrect questions - respondents were asked which *existing* Spaces for People school schemes they were familiar with. The issue is that at least two, but probably three or more schools had no measures in place at all, yet 33 different people selected that they had seen these schemes that did not exist. (Additionally no schools had the planter measures in place that the council is now using the research to claim support for). Respondents went on to state whether they wanted to retain or remove the existing schemes that did not exist. Fundamental errors such as this lead to significant confusion and undermine the whole research. It might explain other issues that were seen such as people contradicting themselves in apparent confusion across different questions, such as saying they wanted all schemes removed but also all schemes retained.
- Extreme complexity - arguably a level of complexity with reference to over 80 locations in lockdown that should never be seen in credible research.
- Invalid conclusions - due to the large number of schemes and small sample size of those commenting on many individual schemes, conclusions have been drawn on support or otherwise based on results that simply cannot be statistically representative or reliable.

- Untrue statements - the council report to TEC stated that comments were largely balanced across support and opposed, which is untrue as 61% of commenters made comments opposing measures and only 20% made supportive comments.

Misleading statements about groups having been consulted that implies they support measures

- For the Lanark Road and Longstone schemes for example, residents were misled by council statements on council web pages and press reports relating to disability charities being consulted. The way it was worded, residents assumed that these charities approved of the measures. In fact, Edinburgh Access Panel objections had been overruled and RNIB was unable to respond to individual consultations because of the volume and pace they were coming through at - with hugely complex schemes needing reviewed with only inaccessible technical drawings provided.

Inconsistent application of consultation output apparently related to level of support for the Administration

- The City Mobility Plan consultation (with a response rate roughly one tenth of that for the Spaces for People retention consultation, showed an overall positive support and the council regularly refers to this.
- Sunday parking charges consultation had 90% opposition but the change was implemented anyway.
- In spite of concerns being raised about the Spaces for People consultation quality standards, council voted to allow it to report back, but when it showed overall opposition, council appeared to reject it.

Transparency of decisions to run market research alongside a consultation

- For the Spaces for People consultation, the decision to run market research alongside the consultation does not seem to have been referred to at the Transport & Environment Committee for discussion by elected members to ensure best value. Instead the decision to run it seems to have been made directly by Paul Lawrence, Executive Director of Place. There are many issues with this, not least that Quality Standard issues relating to the structure and content of the consultation survey and notified to Paul Lawrence, the CEO Andrew Kerr and Head of Legal and Risk, Nick Smith on 26 February, were then carried into market research which was closely modeled on that survey.

Conflict with public consultation output contradicting market research output

- The Spaces for People public consultation (largest ever sample of 17,600 residents) showed clear opposition, in contrast with the market research (583 sample of paid respondents) which showed support. It is reasonable to do both to use it as a sense check that either process has been robust enough. But the council's immediate response is that any error must be in the consultation. This has led the council to overlook serious questions about the research.

- In the same report (point 4.17) it is stated that this is a phenomenon that has been seen in previous cases with council consultations compared with research. Therefore, alarm bells should be ringing. The automatic assumption is that it is the consultations that are 'wrong' with the fact they show higher levels of opposition to the council proposals, rather than perhaps the market research that needs thoroughly audited and that those paid respondents may not have been directly impacted by the council proposals.

Market research agency with potential conflict of interest

- Normally it is a positive thing that a market research agency has in-depth experience of the particular subject area having worked with many clients in the sector. However, as previously highlighted, the stakes are higher now, and the market research is being used to justify policies that can have serious negative impacts on a lot of people. The chosen agency for the Spaces for People research was SMG (Social Marketing Gateway "the behaviour change people"). Looking at their client list which also includes Sustrans and others in the active travel and environmental sector, the question has to be asked - how much more business will the agency win, if they produce an output that undermines the policies that the likes of Sustrans is championing and is paid by the Scottish Government to lobby for? In the highly controversial and polarised issue, this project should have been completed by a truly independent agency with a fresh viewpoint to ensure confidence in the output.

Personal data capture and data protection

- Due to a spamming issue on the Spaces for People consultation where an individual submitted 18,000 spam responses to the consultation, the council is proposing capturing full postcodes and email addresses of all future consultation respondents. However, we suggest this will be counterproductive for two reasons. Firstly the council had a data protection breach with this consultation, releasing the full postcodes and personally identifying information of 1,200 respondents, including gender, health, and wheelchair use, along with their responses to whether they supported or opposed measures. This is very concerning for a topic where activists are at extremes of both sides of the debate, businesses who oppose measures have been threatened with boycotting and there has been trolling and targeting of individuals on social media. Secondly, the council has a policy of secondments with lobby groups such as Sustrans. Residents may not feel comfortable that members of staff who are employed by lobby groups could have access to their personal data in this way (or council staff who could be seconded to them) regardless of the policies and procedures that are in place.

Requested action

In light of all of the above, it is hard to see how the Edinburgh public will have confidence participating in a council consultation again, or trust the output of a consultation or council commissioned market research. This is particularly concerning given the launch last week of the consultation on the Draft Climate Strategy 2030 prior to Cop26.

We urgently request the following:

- A full investigation into how the Spaces for People consultation and market research was allowed to launch, continue and report back, in spite of failing to meet so many quality standards within the council's own policy that were claimed to have been in practice already.
- A full investigation into how the market research showed evidence of spam entries, technical flaws and respondent confusion which led to untrue statements being made in a council report and how the agency's report/s gave the impression of a robust piece of work.
- An investigation into the research and consultation behind any policy decision within this administration where the market research has shown a significant contradiction with the findings of the consultation - eg 20mph zone.
- A review of why consultations which support the administration view seem to be accepted (eg City Mobility Plan) and why those which don't appear to be ignored (Sunday parking charges) and public communications to clarify understanding on this.
- A review into the role of market research agencies and potential conflicts of interest for any work across the council, but especially the Place directorate and Transport & Environment committee. (For example Sustrans, Aecom, Jump/SMG).
- A review into the role of behaviour change research and how it is used to justify policy decisions, for policies which can have significant and unavoidable physical and financial impacts on large numbers of residents. This should include the use of framing information, biased resident statements up front, flawed or confusing questioning and analysis which lacks rigor.
- Rejection of the new proposed policy around mandatory data capture of postcodes and email addresses for all consultation respondents.
- Review of the role of market research alongside consultations, and the decision making process around this.

Thank you for taking the time to read this deputation and the following appendices with further detail.

David Hunter

On behalf of Keep Edinburgh Moving

APPENDICES

Appendix 1 - Get Edinburgh Moving - deputation and correspondence relating to flawed East Craigs LTN research by Aecom.

Appendix 2 - SWEM deputation to full council covering breaches of Quality Standards in relation to the Spaces for People consultation.

Appendix 1

Get Edinburgh Moving

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The City of Edinburgh Council
City Chambers
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EH1 1YJ

Date: 27th April 2021

Dear Councillors & Officials,

**RE: CITY OF EDINBURGH COUNCIL MEETING 18/05/21 –
DEPUTATION IN RELATION TO AGENDA ITEM 8.5 – PUBLIC CONFIDENCE**

I am writing in relation to the above agenda item in relation to public confidence in the Spaces for People programme and its consultation / decision making processes. Get Edinburgh Moving (GEM) is a local community campaign with 1,600 members, that was created in response to City of Edinburgh Council (CEC)'s East Craigs Low Traffic Neighbourhood Spaces for People proposals in 2020.

In our deputation to the Policy & Sustainability Committee earlier this month (appended for reference), I welcomed the paper produced by Andrew Kerr in relation to consultation policy, and specifically the key recommendation that the Policy & Sustainability Committee *“will develop a model for community engagement which strengthens the role of communities in service delivery and decision-making processes, and through the work of the Community Empowerment Team”*.

GEM's experience of CEC's community engagement to date, both on the East Craigs LTN TTRO and ETRO, and the citywide consultation on Spaces for People permanency, is far from optimal, and is outlined in the appended deputation. As a result there is a significant mistrust as to CEC's intentions, and its ability to make decisions taking into full account the views of residents – as opposed to minority pressure groups.

1. The Covid emergency was used as a smokescreen by CEC to bring forward long-held aspirations and pre-planned initiatives under the guise of an 'emergency' which has subsequently been proven by research to be essentially non-existent. GEM warned at the time that the outdoor transmission risk

supposedly justifying a large portion of the implemented schemes wasn't supported by science. Studies of 'track and trace' data have subsequently found that 1 in 1,000 Covid infections are transmitted in the outdoor environment. 'Emergency' schemes that were justified on this basis for 'physical distancing' are now no longer justified, especially now more than 50% of the population has been vaccinated. To restore public trust, these schemes should be removed without further delay.

2. In the case of the East Craigs LTN, despite a 99.3% objection rate, hundreds of written / email complaints and advocate legal opinion procured in an economic crisis by crowdfunding (validated by CEC's lawyers) that the scheme was unlawful, CEC continued with the implementation of the scheme. Only a specific legal threat caused CEC to back down – a threat from its own residents. This is truly shameful – CEC has taken a wrong turn and is now fighting against the very people it has a statutory duty to represent, and from whom it draws its funding.
3. There is legal advice to further suggest that many of the schemes may be unlawful – however it seems to be CEC's view that it will proceed in any case unless threatened with court action.
4. CEC is ignoring its own people – the petition calling for a change of direction on the SFP permanency plan has attracted nearly 15,000 signatures – many multiples of the most popular petitions on the CEC website – yet it is ignored and discounted. The support rate dwarfs CEC consultations such as the City Mobility Plan (c1,800), yet these are used as a firm justification for action. Is it any wonder the public has lost confidence in this administration?
5. As detailed in the appendix, the Council consultation survey for East Craigs was designed to achieve a predetermined result. It focuses on drawing out answers that paint the status quo as negative and requiring improvement. There were no controls to ensure that survey responses were verifiably from within the area. It neglected to ask residents their views on the previous proposals brought forward. The questions were approved by Sustrans, a cycling pressure group, and the process was administered by AECOM, a significant consultancy supplier to CEC that benefits from fees where schemes are designed and taken forward. A formal complaint process on the selection of AECOM as 'independent' market researcher is underway.
6. GEM has had sight of the high-level survey results, and are bemused that a scheme design is being carried forward given the conclusive feedback. What is the point of consulting if you don't listen? As Council officers are aware, GEM crowdfunded from the local community to commission a truly independent survey of all local residents – with controls to ensure that it is local residents who respond – at the cost of several thousand pounds. This was only required due to the bias of the CEC survey. With a significantly higher response rate than the AECOM survey, the results will be released next week – the community's view will be crystal clear, and it will be untenable for CEC to push on with a scheme design if that is not what residents want.
7. GEM also has similar concerns in relation to the current consultation process around the Spaces for People Permanency consultation. In addition to the issues highlighted for East Craigs, there are no provisions to identify and verify local residents. Views are sought on schemes that are not even in place yet. The consultation is citywide, diluting the ability of local residents to make their voices clearly heard in relation to each scheme. There is no comfort that there will be a consultation on the decision as to whether each individual scheme should be made permanent, in which local residents are empowered and their views have primacy. The suspicion is that CEC always intended to make these schemes permanent, and has used the Covid smokescreen to introduce them without consultation. It is now 'dividing and conquering' by de-localising the consultation exercise, introducing bias into the process and diluting the final say that should rest with local residents. It looks and feels like a shortcut, rushed job to get these schemes in place before the pandemic is over,

and they must be withdrawn. Indeed, the SNP MSP Pete Wishart has declared that the pandemic is over – so why do these schemes remain?

8. Further, the permanency consultation refers to interventions as ‘improvements’ as though that were undisputed. It presents as fact that there was a surge in walking and cycling. In reality it was short-lived, and was over by July last year. From now on, we will be seeing year on year FALLS in cycling, despite the reduction in road traffic, installation of new cycle infrastructure, and deprioritisation of public transport. Much of the short-lived surge took place on leisure paths and routes, rather than cycling as transport. This makes the survey deeply misleading.
9. CEC policy creation and implementation is becoming captured by minority pressure groups like Sustrans and Spokes. Sustrans is now fully woven into the CEC active travel team through secondment and staff moving between the two organisations. Spokes membership represents 0.2% of the Edinburgh population, but 36% of the CEC Transport Committee. It is no surprise that cycling schemes and spend dominate compared to those for pedestrians.
10. Eco-ableism is a growing concern – where green initiatives make life harder for disabled people. Disabled groups such as Edinburgh Access Panel are listened to as a courtesy but not heard. Segregated cycle lanes, inappropriate scheme design and junction closures / modal filters disproportionately impact vulnerable groups – denying access to properties and businesses, and making access less safe where it is possible. CEC is steam-rolling the needs of the most vulnerable in our society.
11. The poorest income groups are much more likely to have access to and depend on a car than a bike. Schemes prioritising the wants of the 1% of all journey miles that are cycled by people who are statistically disproportionately affluent, white and male, risk leaving these groups behind.

Pulling these points together, CEC has a credibility crisis. Its use of emergency powers and deeply flawed consultation processes have unfortunately fallen far short of a situation where the community feels empowered, listened to, and operating in a relationship of trust. As such, we support the motion put forward by Cllr Webber and call on the administration to seriously reflect on how it ‘rights the wrongs’ of the last year, and starts repairing its relationship with those it serves.

With many thanks and regards,

David Hunter

Chair

On behalf of,

Get Edinburgh Moving

Community Group

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>

_cc:

Paul Lawrence, Executive Director of Place;
Councillor Mark Brown
Councillor Robert Aldridge

Councillor Claire Bridgman
Councillor Susan Webber
Councillor Kevin Lang
Alex Cole-Hamilton MSP

GEM DEPUTATION TO POLICY & SUSTAINABILITY COMMITTEE, APRIL 2021

Get Edinburgh Moving
e: GetEdinMoving@gmail.com
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The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Date: 16th April 2021

Dear Councillors & Officials,

**RE: CITY OF EDINBURGH COUNCIL POLICY & SUSTAINABILITY COMMITTEE MEETING 20/04/21 –
DEPUTATION IN RELATION TO AGENDA ITEM 7.2c - COVID-19 ENGAGEMENT & CONSULTATION
APPROACH**

I am writing in relation to the above agenda item, and the development of a new consultation policy. Get Edinburgh Moving (GEM) is a local community campaign with 1,600 members, that was created in response to City of Edinburgh Council (CEC)'s East Craigs Low Traffic Neighbourhood Spaces for People proposals in 2020.

Firstly, I welcome the paper produced by Andrew Kerr in relation to the above, and specifically the key recommendation that the Policy & Sustainability Committee *“will develop a model for community engagement which strengthens the role of communities in service delivery and decision-making processes, and through the work of the Community Empowerment Team”*. As the paper states, it is also vitally important that CEC *“recognises the need to strengthen community engagement, especially through pre-consultation activity that builds trust and creates consent in communities”*.

GEM's experience of CEC's community engagement to date, through the TTRO and now modified ETRO processes for East Craigs LTN, has unfortunately fallen far short of a situation where the community feels empowered, listened to, and operating in a relationship of trust. Our broader concern is that this concern extends also to the current consultation in relation to gauging support for making Spaces for People schemes permanent.

In the case of the East Craigs TTRO, the Covid emergency was used as a smokescreen by CEC to bring forward long-held aspirations and plans that predated the Covid pandemic, supposedly avoiding the need for a consultation. In the 6 day Council 'notification window', 407 objections were received, with only 3 in support – a 99.3% objection rate. This conclusive demonstration of community opposition was ignored, and CEC voted for implementation. It

is now well known that GEM procured legal opinion that argued the LTN would be unlawful, and subsequent counsel opinion sought by CEC substantively agreed with that position. Despite this, it was only after a specific threat of legal action was received by CEC, that it backed down.

CEC's next step was to modify the process, and bring forward plans for a LTN under an experimental traffic order (ETRO). While GEM recognises that significant consultation is included in this next phase, including a Community Reference Group, there are several areas where we believe that the consultation falls significantly short of the policy you are looking to formalise via this paper:

1. In the first phase of engagement, a survey has been created by CEC, its consultants AECOM, and the cycling pressure group Sustrans. AECOM is put forward as an independent market researcher – an untenable position when in fact it is a major supplier of design consultancy services to CEC. In short, AECOM stands to benefit financially from a consultation outcome leading to scheme design and implementation work. It is unfair to put AECOM in a position of 'independent market researcher', when it undeniably benefits from CEC's predetermined and desired outcome being achieved
2. Sustrans is a cycling pressure group – it should not be involved in designing consultations or feeding into surveys
3. The survey is designed to achieve a predetermined result. It focuses on drawing out answers that pain the status quo as negative and requiring improvement. There were no controls to ensure that survey responses were verifiably from within the area. It neglected to ask residents their views on the previous proposals brought forward. A full list of our concerns is appended to this deputation, in the form of a letter to Paul Lawrence
4. From discussions with CEC and AECOM representatives, we have no confidence that the views of local residents will be the most important factor – the concern is that if residents do not favour change, a scheme will be designed anyway, and CEC will decide what is best for residents. This goes to the heart of what is wrong with the approach, and why the consultation is not compliant with the new policy's fundamental tenets around engagement, empowerment, trust, and consent

GEM also has similar concerns in relation to the current consultation process around the Spaces for People Permanency consultation. In addition to the same issues as expressed above, there are no provisions to identify and verify local residents. Views are sought on schemes that are not even in place yet. The consultation is citywide, diluting the ability of local residents to make their voices clearly heard in relation to each scheme. There is no comfort that there will be a consultation on the decision as to whether each individual scheme should be made permanent, in which local residents are empowered and their views have primacy.

The suspicion is that CEC always intended to make these schemes permanent, and has used the Covid smokescreen to introduce them without consultation. It is now 'dividing and conquering' by de-localising the consultation exercise, introducing bias into the process and diluting the final say that should rest with local residents. It looks and feels like a shortcut, rushed job to get these schemes in place before the pandemic is over, and they must be withdrawn.

We note that the Keep Edinburgh Moving petition has gathered almost 15,000 signatures in opposition to the citywide SfP permanency consultation process – this dwarfs any petition on the CEC online petition portal, by multiples.

GEM's contention is that both the East Craigs LTN and wider permanency consultation fall short of meeting the standards brought forward in the consultation policy paper. As such, they should be scrapped, and replaced with fit for purpose processes that put local residents views front and centre of decision-making. It is untenable for CEC and its partners to ignore public opposition, and decide what is good for us.

With many thanks and regards,

David Hunter

Chair

On behalf of,

Get Edinburgh Moving

Community Group

e: GetEdinMoving@gmail.com

w: <https://getedinburghmoving.godaddysites.com/>

cc:

Paul Lawrence, Executive Director of Place;
Councillor Mark Brown
Councillor Robert Aldridge
Councillor Claire Bridgman
Councillor Susan Webber
Councillor Kevin Lang
Alex Cole-Hamilton MSP

GEM LETTER TO PAUL LAWRENCE

Get Edinburgh Moving
e: GetEdinMoving@gmail.com
w: <https://getedinburghmoving.godaddysites.com/>

Paul Lawrence
Executive Director of Place
The City of Edinburgh Council
4 East Market Street
Edinburgh
EH8 8BG

Date: 5th February 2021

Dear Paul,

RE: EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD CONSULTATION

I am writing following our email discussions last week, and my subsequent meeting with Martyn Lings this week, in relation to the next steps for the consultation on the East Craigs Low Traffic neighbourhood proposals (LTN).

Firstly, please pass on my thanks to Martyn for his time and engagement.

My understanding of the current status is:

- Residents (defined as those living inside the 'rectangle' area boundaried by Maybury Road, Queensferry Road, Drum Brae Road and Glasgow Road) will receive a pack through the post on or around Monday 8th February
- This will include details of the process for the consultation and design of a revised LTN
- Part 1 will be an online survey to ask questions around people's attitude towards traffic, modes of transport etc in the area – a hard copy survey questionnaire can also be requested, but will not be included in the pack
- The tight timescales for the part 1 survey response will be 8th – 28th Feb, although some leeway will be applied for late responses
- Responses will be collated, and findings published in March / April. These findings will then inform the scheme design
- Following scheme design, a part 2 consultation will open
- While the Part 1 survey details will be posted to residents, the survey will also be shared on the West Edinburgh Link website for completion by anyone, anywhere. While respondents will be *asked* whether they live in the affected area, and will be prompted for a postcode or street name, anyone on the planet would be able to enter any postcode or any street name, and their response would be counted as though they were a resident. There are no controls in place to ensure against such a scenario

As you know, on behalf of the community, I expressed several serious concerns with regard to the process:

1. Lack of inclusion of a hard copy survey risks excluding, or at least making it very difficult, for vulnerable and/or elderly people to participate in the process – their voices may not be heard as a result.
2. CEC will have no way of knowing that responses are from residents of the area, or not. The survey is therefore wide open to abuse, gaming and influence by pressure groups. There is significant anecdotal suggestion, and also Edinburgh-specific evidence, to suggest that such groups are motivated to do so.
3. I asked specifically for an (easily arranged) unique code to be included in the packs, to be referenced in responses, to protect against such potential fraudulent ‘tampering’ with responses. This was refused.
4. Martyn explained that the initial survey will ask general questions in the style of ‘how do you feel about traffic speed in the area’. I reflected on the significant professional market research expertise that exists within the GEM organisation, and that we were aware of steps the council and Sustrans could take to game responses that would fit their narrative – questions over which the community has had no input and has no control. In essence, asking ‘would you like free / vague nice things’, without detailing the implications, will generate a positive response.
5. I specifically suggested that questions include (among others) ‘Are you in favour of road closures in the boundary of the proposed LTN?’; and ‘Did you approve or disapprove of the LTN proposals brought forward last year – please provide commentary on your response?’ Given the council is spending significant amounts of our money on this exercise, it is highly relevant (and vital) that the opportunity is used to ask residents for their feedback on the scheme as previously brought forward, in order to ensure best scheme design for part 2. Martyn confirmed that such questions would not be considered in the survey. At the very least, all comments from the summer 2020 Spaces for People notification responses must be taken on board in the review exercise.
6. Regardless of the above, the survey must include a free text area for detailed comments and feedback at this stage, not just later.

The inescapable conclusion is that the council is not seeking detailed views at this stage, because it is scared of asking for residents’ views on a deeply unpopular scheme, and one that was overwhelmingly rejected by the area last year.

Its choice of questions is a deliberate attempt to ‘game’ responses to soft questions in order to frame / justify the council’s intended next steps, ignoring any perceived negatives by not asking the questions.

Furthermore, the unwillingness to apply any control measures to ensure responses from within the directly affected area are clearly ring-fenced, again suggests that the council recognises it will rely on support from pressure groups from elsewhere in Edinburgh, or even elsewhere in the UK, to artificially boost support. This basic lack of governance calls the entire process into question, and leaves it open to inevitable abuse by highly organised and motivated pressure groups. The entire process is delegitimised as a result.

I’m afraid there is little confidence in such a process. The council claims that it is listening to residents, when the reality is that it is listening to Sustrans and Spokes, and refuses to ask the necessary questions to inform scheme design because it simply does not want to hear the answers.

I call on the council to reconsider: to ensure that genuinely directly affected residents' views are clarified beyond doubt and are given primacy in the process. Also, that it should take this golden opportunity to ask residents about the scheme brought forward last year, and for their suggestions for the design of the revised scheme.

I look forward to your response.

With many thanks and regards,

David Hunter

Chair

On behalf of,

Get Edinburgh Moving

Community Group

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w: <https://getedinburghmoving.godaddysites.com/>

cc: Councillor Lesley Macinnes
Councillor Mark Brown
Councillor Robert Aldridge
Councillor Claire Bridgman
Councillor Susan Webber
Councillor Kevin Lang
Alex Cole-Hamilton MSP

Get Edinburgh Moving
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Iain Bell
Regional Director
AECOM
1 Tanfield
Edinburgh
EH5 3DA

Date: 15th March 2021

Dear Iain,

RE: FORMAL COMPLAINT: EAST CRAIGS LOW TRAFFIC NEIGHBOURHOOD SURVEY

I write in order to lodge a formal complaint in relation to the above survey, conducted by AECOM on behalf of the City of Edinburgh Council (CEC). The survey states that 'AECOM is an independent Market Research agency and is an MRS Company Partner- as such this survey is being conducted in accordance with the MRS Code of Conduct'.

Get Edinburgh Moving (GEM) is the community campaign set up to oppose the Council (and AECOM's) Low Traffic Neighbourhood (LTN) proposals last year. The campaign has around 1,500 members, and organised a petition where 2,750 signatories unequivocally objected to the LTN scheme. In the notification window, 407 objections were received by CEC's Spaces for People team with only 3 in support. When CEC continued to press ahead with the plans, GEM obtained an advocate legal opinion which found that using a TTRO to introduce a long-planned and far-reaching scheme would represent a misuse of Covid emergency powers. Subsequent legal opinion obtained by CEC broadly agreed with that view, and the LTN was rightly dropped.

As context then, it is clear that there is huge objection to the introduction of a LTN in the area. It is believed that such a scheme would be counter-productive, actually increasing pollution, congestion, journey times and distances, and the risk of accidents to all road users. GEM rejects that the survey necessarily has to 'inform the project design', because we believe that there isn't local support for a scheme to design. That needs to be tested via an independent survey.

We believe AECOM has, or may have, breached some or all of the following Market Research Society (MRS) Code of Conduct provisions:

3. Be transparent as to the subject and purpose of data collection.
4. Ensure that their professional activities are not used to unfairly influence views and opinions of participants.
6. Respect the rights and well-being of all individuals.
7. Ensure that individuals are not harmed or adversely affected by their professional activities.
8. Balance the needs of individuals, clients, and their professional activities.
9. Exercise independent professional judgement in the design, conduct and reporting of their professional activities.
11. Protect the reputation and integrity of the profession.

The rationale for this belief, and formal complaint, is expressed as follows – firstly in general terms, and then specifically in relation to the survey questions.

Lack of independence - The AECOM survey is not independent, because AECOM is not independent in this matter. An assumption has been made that there will be a project design – and indeed AECOM will be paid to design it. AECOM earned £1.8 million in fee revenue from CEC in 2019/20. It stands to benefit from a survey result that leads to a scheme design and implementation, and the more extensive the scheme, the more fees AECOM will presumably earn. If the survey result is the status quo (impossible from the biased nature of the questions in any case), then AECOM loses fees. CEC is AECOM's customer – it is therefore impossible for it to fulfil the role of an independent market researcher.

Survey presentation bias – The survey landing page, for which AECOM appears jointly responsible (<https://westedinburghlink.info/consultation/>), features two 'buttons' under the 'West Edinburgh Link Low Traffic Neighbourhood' section. The second is the link to the survey itself, directly above which is the first, "East Craigs LTN Consultation Information". This document is essentially an advert for LTNs. It extolls the 'benefits' and 'opportunities' of LTNs, but not the drawbacks / negatives. It includes links to background and 'Making the Case' on LTNs written by Sustrans, the pro-cycling pressure group. The persistent narrative is consistent that a LTN will happen – rather than it being the choice of local residents. This is the equivalent of a general election where the polling booths are decorated with adverts from one political party – how can the survey be independent?

Sustrans involvement - CEC officials confirmed that Sustrans, the funding partner and cycling pressure group, was asked to review and provide input into the survey questions before launch. It is difficult to imagine a more biased and less independent intervention in survey design than to have an anti-car, pro-LTN pressure group help design the questions. Why was GEM, as a counter-balancing anti-LTN campaign group, not given the opportunity to help design the survey questions to ensure balance? The survey has been created only by those who are in favour of, and/or stand to benefit from, implementation of a LTN.

Availability of survey - The survey is primarily online. While I understand that there is a paper option, it requires extra steps to obtain – residents have to write or phone CEC, requesting a posted copy. In making it significantly more difficult for elderly / 'offline' residents, response rates will inevitably suffer. A paper copy could have been provided in the package.

No assurance around the primacy of residents' views - There are absolutely no controls in place to stop e.g. members of pro-cycling lobby groups entering a street name / postcode in the area to appear they live in the area of the scheme – the clear incentive being to alter the perception of local residents' views, which should have primacy. I'm afraid we have already seen online similar indications of intent among activists in relation to other transport surveys in Edinburgh recently. An 'honesty box' is no way to show governance or ensure probity of responses. The validity of the survey is therefore in serious doubt. AECOM has had nearly 3 months to make provisions for ensuring unique responses – having checked with printing companies, we have been assured that random multi-digit codes can easily be added to a print run at little cost, and little notice. We recognise that more than one response per household is possible, and so the code could be used more than once. However, with random code generation outlier multiples could be easily identified, and would be significantly more effective than your zero control approach.

No question has been asked about the 2020 LTN proposals – It is patently ridiculous to invest money in a survey about local residents' views on a LTN, where proposals were brought forward within the last year, and then to ignore them. It is simply a dereliction of duty not to ask whether respondents were in favour or against those LTN proposals, and then to state what they liked and/or disliked about the proposals. Only a CEC/AECOM/Sustrans triumvirate desperate to avoid the valuable and hard truths about the LTN scheme would ignore the painfully obvious 'elephant in the room', and the priceless opportunity to receive directly relevant feedback for the future. If the survey asked whether the community supported or objected to the original design proposals, and whether the community supports road closures, junction closures, bus gates or modal filters, then your design brief clarity would be enormously enhanced. However, as the survey is constructed, the responses are being 'gamed' to support your desired next steps, not what the community wants.

Survey content issues

- Qs1&2: No control on whether the respondent actually lives within the area

- Q6: *“Which of the following forms of transport would you like to use more often around the local area, assuming you had the opportunities and conditions to do so?”* This question and the possible answers makes no sense – for example I currently walk as much as I want to, but there is no option to select ‘I currently do as much as I want to’. It asks what I would like to use more often, but the column headings don’t allow for that response – therefore I believe that people will complete this as they completed Qs4 & 5, which will create a completely false representation of the intended view. Appropriate responses would have been ‘Use more often’, ‘currently use as much as I want to’, ‘use less often’, ‘N/A’. This is a deeply flawed question. In addition, use of ‘the local area’ is confusing – it is used in Q8 (East Craigs or the local area) to suggest that the local area is NOT East Craigs – but people will presumably answer this question as though the local area IS East Craigs. Very poor in terms of consistency of questions.
- Q8: *“Is there anything that prevents you from making any trips within East Craigs or the local area? Please include information about the destination and the particular issues or barriers you face when making that journey”*. This question is deeply leading and unbalanced – it offers 8 choices to select how the respondent is *prevented* from making trips, which suit the CEC / Aecom / Sustrans narrative, and not even one choice for ‘nothing prevents me’. In leaving this blank, my view that the status quo is fine cannot be registered. Also, when completing a survey the expectation is that each question should be completed – thus creating a bias towards the ‘*currently prevented*’ narrative. This question is designed to deliver a pre-determined outcome - ie a sense of dissatisfaction with the status quo, because there is no option to be satisfied with the status quo. In addition, the inclusion of ‘the local area’ as separate / additional to East Craigs is confusing, when the Low Traffic Neighbourhood is about East Craigs.
- Q9 & Q10: *“What do you think about the current conditions for walking / cycling in the area?”* These questions potentially create bias in their interpretation, in that responses from them that suggest there are areas for improvements will be taken to mean support for a LTN, when those areas for improvement could be satisfied easily without a LTN. For example, I do have issues with the current conditions for walking in the area, however these relate to the state of pavements and paths in the area. Neither of these issues require or are remotely relevant to a LTN. Crucially, there is no similar question for public transport and cars – for a survey that is looking at how people currently get around, and how they would like to see that improved, this is shockingly biased.
- Q11: *“Any other suggestions to improve accessibility for walking, wheeling and cycling?”*. There is no similar question for public transport, or cars – as above, this is biased.
- Q12: *“How safe do you think traffic levels and speeds are in the local area, for children cycling or walking?”* is both emotive and leading. The question isn’t asked generally, but rather solely in relation to children – it is designed to elicit a certain emotional response. An unbiased and balanced question would simply have asked *“How safe do you think traffic levels and speeds are in the local area?”*
- Qs13-18: Q13 *“How would you rate the current walking conditions for pedestrians to access local schools?”* and Q14: *“How would you rate the current conditions for cyclists accessing local schools?”* ask the responder to rate walking / cycling conditions and access, allowing multiple choices from very good to very bad. Each of Q15 - Q18, in contrast, asks about levels / speed of traffic, with three options for ‘too high’ and one for ‘acceptable’, no options for low – this is a completely biased set of response options. They also ask the respondent to consider traffic levels before Covid – why? It is far from certain that traffic will return to pre-Covid levels at all. Indeed based on many companies’ responses to the pandemic around working from home, giving up office leases etc it is highly likely commuting will permanently reduce. This stipulation introduces responses based on the status quo ante, which may never return – the strong suspicion is that this is intended to elicit certain responses to suit the narrative of Sustrans and AECOM that change is necessary.
- Q14 was originally missing from the survey according to our records, which suggests that those who completed the survey early will not have been able to respond to the question – this results in inaccurate conclusions from the survey, when a subset of the survey base does not appear to have been given the opportunity to complete this question. A survey should not be amended or changes once it goes live – doing so skews the results and interpretation.
- Q19: *“Are there any particular streets where non-resident parking causes a problem for local residents?”* introduces bias, because it highlights a perceived problem that requires to be solved, whereas following previous questions by asking *“How would you rate the current parking conditions in the local area?”*, with the balanced

range of responses allowed in Qs13-14, and allowing free text comments, would have been more open and balanced.

- Q20: *“There are significant areas of new development in west Edinburgh. This is likely to result in more people wanting to drive to and from these developments, which in turn may lead to an increase in traffic through the East Craigs area. What do you think about the potential impact of car traffic from these new developments on local streets in East Craigs?”* This is an emotive and leading question, designed to boost support for a LTN. CEC has very clearly (and recently) pivoted its ‘selling point’ of the LTN as essentially: “We have consented thousands of homes next to East Craigs, despite many residents’ concerns. We have failed to plan any effective infrastructure for channelling and diffusing that traffic, and our actions are going to create a big problem for you. We want you (existing residents) to pay for this by giving up current access to local areas, to make things better for future residents”. This is particularly acute for the Bughtlin area. As such, this question is designed to support a pre-determined outcome. The Council, AECOM and Sustrans want respondents to state that they are very concerned, so that they can take that response as a driver for their perceived solution. However just because there may be concern as to the Council's catastrophic failure of planning in the area, does not mean that respondents support a LTN solution that will restrict access for existing residents. You have failed to include a question on the obvious solution – ‘do you support the closure of West Craigs Road at Maybury Road, in order to insulate East Craigs from West Craigs traffic impacts?’ – I am sure that would garner significant support, along with a ‘left hand turn only onto Maybury Road’ at the Cammo developments.
- Q21: *“Are there any locations within East Craigs where you would like to see changes to the streets to improve how they look and feel, such as by introducing things like trees, planters, more space for children to play and seating? What are the locations?”* - This question is extremely leading - it does not mention any 'negative' impacts of these proposed 'nice things', such as closing streets or junctions. It also again emotively introduces children to elicit a certain response. A fair way to ask this question would be 'Are there any locations within East Craigs where you would like to see changes to the streets, such as closures, modal filters or restrictions on motor vehicles, to improve how they look and feel, such as by introducing things like trees, planters, more space for children to play and seating? What are the locations?'. The survey is dishonest about its intentions. A lot of the aspects mentioned here are 'nice things' that people may like to see in off-road space, but not as restrictions ON streets. This is the very essence of a 'trick' question.
- The survey is focussed on what improvements can be made, to arrange a result where ‘people told us they want to see more active travel measures’ – but there was no option to say ‘I want the status quo’. It’s like entering the polling booth and being faced with a list of three Labour candidates, and no option on the ballot paper to vote for another party. The output will be ‘People told us they wanted this Labour candidate’...

I look forward to your early formal response, following the Market Research Society’s Complaints Handling Standard for Company Partners.

With many thanks and regards,

David Hunter

Chair

On behalf of,

Get Edinburgh Moving

Community Group

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w: getedinmoving.org.uk



SWEM

South West Edinburgh in Motion

27 April 2021

Committee Services
The City of Edinburgh Council
City Chambers
High Street
Edinburgh
EH1 1YJ

Full Council Deputation from South West Edinburgh in Motion (SWEM)

Item 8.5 Public Confidence, Thursday 29 April 2021

1. Introduction

Thank you, Convenor, for allowing our deputation.

South West Edinburgh in Motion (SWEM) is a community group with 800 members on Facebook, formed by residents and businesses in November 2020, following the council's vote approving Spaces for People plans for Lanark Road and Longstone in spite of:

- 300 email objections (only 19 in favour and 10 neutral)
- Objections from Currie and Juniper Green & Baberton Mains Community Councils
- Concerns expressed around accessibility and safety for disabled people by Edinburgh Access Panel

SWEM committee members have embedded active travel in their daily lives for years and support a balanced approach to encouraging walking, cycling and bus journeys.

Our purpose is to push for proper consultation around any local travel proposals for the benefit of the whole community.

In December 2020 we commissioned an independent survey of residents and businesses in our local area from Balerno to Slateford, promoted through multiple channels and with online and paper options. This received a huge response from over 1,000 participants, including nearly 300 cyclists.

- 89% agreed that The City of Edinburgh City should not use emergency powers to implement significant changes without fully consulting local residents.
- 91% agreed that 'the council should undertake further consultation with local residents before implementing these proposals'.
- 75% agreed that cyclists are unlikely to switch journeys from the Water of Leith Walkway and Union Canal to Lanark Road as a result of these proposed changes - which was the stated intention of the use of the emergency powers.



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- 73% of cyclists opposed the proposals.

These very clear results from a robust survey give SWEM a mandate to speak on behalf of the community in relation to consultation around Spaces for People.

We note the comments made by the Transport and Environment Committee convenor at the recent committee meeting on 22 April where, in the context of criticism over the degree of public consultation, she suggested that elected representatives had been 'stirring it up' within communities.

We acknowledge that COVID-19 required a different approach to consultation, but along with respondents to the survey above, we consider that Spaces for People plans over-reached what was a legitimate emergency response and were not justifiably included under this umbrella.

The negative impact of Spaces for People measures on many thousands of Edinburgh residents is why there is considerable upset within communities, not because any elected representative has 'stirred it up'. If there is any doubt about this, we refer councillors to the Change.Org petition on the subject, which nearly 15,000 people from across Edinburgh have endorsed, many leaving comments explaining why they signed:

www.change.org/StopSpacesForPeoplePermanent

The situation we now face is one of lowered public trust around active travel initiatives. Therefore, the consultation around retaining Spaces for People was the perfect opportunity to proactively demonstrate how the council fully intended to embrace proper consultation outwith an emergency situation and move forward constructively to win hearts and minds.

However, sadly, the way the consultation was carried out has further eroded public confidence about the council's ability to consult properly, fairly and openly.

We note the council's new Consultation Policy which will be active from 1 July 2021 following approval at the Policy & Sustainability committee on 20 April 2021.

We also highlight that this policy, as per point 2.4 of the policy document, is simply formalising the council's existing consultation framework, and is more focused on the approach to operations oversight and approval processes for different tiers of consultation.

It is therefore assumed that there is no reason that any consultation, relating to measures that do not fall under an emergency response, would fail to comply with the stated Quality Standards.

In fact, given the almost unprecedented city-wide outcry over Spaces for People measures, there is even more reason to ensure that all Quality Standards for consultation are rigorously applied.

However, the Street Schemes consultation relating to retaining Spaces for People measures has failed in multiple areas within several Quality Standards.

We are especially concerned that, after our deputation in relation to this was included in papers at the Policy & Sustainability committee on 20 April, which was attended by the



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Transport and Environment convenor, that two days later on 22 April, at the Transport and Environment committee the convenor offered no acknowledgement of any issues relating to this consultation and talked confidently about this consultation reporting back in June.

The council's recent customer satisfaction survey showed broad levels of satisfaction with the council as a whole, but areas covered by the Transport and Environment committee showed greater levels of dissatisfaction than any others.

If this consultation is used as the basis for decision making at June's Transport and Environment committee, we predict that the low public confidence and levels of satisfaction with areas covered by this committee will spread to other committee areas and, inevitably, the full council.

2. How the council's Consultation Policy relates to the recent consultation around retaining Spaces for People

2.1 COVID-19 Engagement and Consultation Approach

All numbered references below map to the numbers of the council report on this link which was developed in response to the City of Edinburgh Council's Best Value Assurance Audit: <https://democracy.edinburgh.gov.uk/documents/s33269/Item%207.2c%20-%20Covid-19%20Engagement%20and%20Consultation%20Approach.pdf>

During the pandemic, consultation and engagement exercises were suspended unless they had statutory or COVID related requirements.

There does not seem to be any suggestion that as part of this there was a statutory or COVID-related concession that a lower quality standard of consultation was acceptable (assuming of course that no physical distancing requirements would be breached).

The retaining Spaces for People consultation was held during this period.

We note that in the COVID-19 Engagement and Consultation Approach:

- Point 2.4 in the report emphasises that this *"policy formalises the Council's existing consultations framework"* therefore **it is assumed that previous consultations largely fit within the requirements of this policy**, even although officially in point 2.5 the new approach to operations oversight will be fully established within three months of policy approval." (July 2021)
- Point 3.6 that the *"The Council has also has statutory duties to consult when making changes to some services - such as traffic regulation and school building - and the Council must ensure that changes it makes do not unfairly disadvantage members of protected characteristics as defined by legislation"*
- Point 3.9 that *"Failure to ensure the Council has a robust approach could have significant consequences for the Council. Several UK bodies have been*



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*compelled to reverse operational and policy decisions following court decisions, including re-opening facilities that were closed and repeating consultation activity that was done to a poor standard. **Some of these organisations have also been left with substantial legal costs** as a result of the failure to ensure high quality consultation. While there have been relatively few legal challenges on consultation in Scotland, compared to England, it remains a risk to the Council that needs to be addressed."*

We believe that the recent consultation around retaining Spaces for People failed to have a robust approach (3.9) in relation to Quality Standards for Consultation (9.3 Appendix 3), to the extent that the survey itself breached statutory duties around the Equality Act 2010 (3.6) and that the council's existing consultations framework (2.4).

Part of these failings were due to the issue highlighted in 4.5 - *"Engagement between the Council and communities has been mixed, reflecting the insufficient time and capacity allocated to pre-consultation and pre-engagement phases that enable communities to share the objectives and scope of the activity."* However even if this consultation needed to be done quickly, the existing 5,000+ communications to the Spaces for People inbox would have been a good source of information to shape this.

2.2 Consultation Framework

The Consultation Framework criteria, under the new policy, defines the internal sign-off process and referral to CLT for approval. For the purposes of this deputation, it is worth noting, that this consultation would be likely to score high on five of the six criteria as follows and therefore require the highest level of sign-off due to the level of impact and risk:

- **Strategic** - Integral component of Council Business Plan/outcomes/pledges
- **Number of people likely to be directly impacted** - Greater than 10,000 (significantly greater)
- **Community/environmental impact** - Overall significant consequences for/impact on people, equality, economy or environment
- **Political/reputational impact** - Highly sensitive, will be subject to Committee debate and scrutiny. High reputational implications (major loss of confidence, adverse publicity or public outcry)
- **Project risk** - Could result in inability to fulfil Council's statutory obligations and pledges

2.3 Quality Standards

Quality Standards listed in the policy come under the headings of Process, Genuine, Inclusive and Accessible, Informative, Effective, Action Focused, and Feedback.

There are several examples of failure to meet a number of Quality Standards within this consultation. (Please note, those highlighted in this section are not a complete list.)



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2.3.1 Genuine

Guidance note 7 Council Consultation Quality Standards v0.1 March 2020 - Measures	Street Schemes Consultation Reality
Consultations are open for a minimum of 12 weeks to allow adequate time for consideration and response (unless there is an overriding licence or other regulatory or statutory requirement).	<p>This consultation was originally for only four weeks, then extended to six in spite of relating to 120 schemes across all wards in the city, therefore likely to directly or indirectly impact every citizen.</p> <p>In comparison, the simultaneous Winter Festivals consultation was open for 12 weeks, and while very important for the city, it relates to a few events in a single ward of the city and has little risk of causing daily and ongoing harm to any large group.</p>

2.3.2 Inclusive and accessible

Guidance note 7 Council Consultation Quality Standards v0.1 March 2020 - Measures	Street Schemes Consultation Reality
People and organisations likely to be impacted by decisions have been identified	<p>There was identification that businesses as a group were likely to be impacted by decisions, but then the methods used to engage that audience were inadequate - the business survey only had one question that was different to the individual survey, meaning there was no appropriate format for individual businesses to respond. A screencast of this survey is available on request as illustration of the issues. The lack of understanding reflects the fact that businesses as a group were not previously identified as a stakeholder in the notifications for all the emergency measures.</p> <p>In parallel to the public survey for individuals, a similar survey was commissioned by the council to be run by an independent research agency with a panel of between 500 and 600 participants. Based on the questions, we do not believe that this methodology and sample included businesses, and focused on individuals only, in spite of the requirement of the consultation to include both groups. (We acknowledge we may be wrong about this.)</p>
Supporting documents and multimedia are not overly lengthy or detailed	<p>There were several complex supporting documents in the survey with long lists of schemes, and various drop-down boxes with inconsistencies in layout and content as well as multiple confusing errors.</p> <p>e.g. Greenbank Road & Glenlockhart Road appear in Qu 13 but not in Qu 11 which they should if they are in Qu 13. Saying Bonaly School completed – but it had not been implemented.</p>



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	<p>Saying Juniper Green is completed, but the parent council there are unaware that anything has happened. There were many more examples like this.</p> <p>The survey took at least 45 minutes to fill out properly and for some people it took 1 hr 30 minutes. Some individuals will have had to complete two surveys - both as a resident and a business. We have screen casts available to illustrate this which can be provided on request.</p>
<p>Physical and language barriers to participation have been minimised.</p> <p>People are given a variety of methods and opportunities to provide their views.</p>	<p>A phone number to request paper copies of the survey was not provided in any offline environment.</p> <p>In spite of Covid restrictions being blamed for over-ruling the standard requirement for lamppost advertising of TTROs still being implemented during the consultation period, the council used ads on lampposts to promote the consultation, claiming they needed to have these consultation ads up on lamp posts to reach people who can't use the internet so they can get paper copies. However, none of the ads had the phone number on them. They only had a web address.</p> <p>Even when lamp post ads were updated with stickers to update the closing date when they extended the consultation (following complaints about the restricted time it was open for), the council didn't take the chance to add the phone number on at the same time, even though this issue was flagged at the full council meeting on 11 March.</p> <p>Even with email requests, there were issues with people getting paper copies of the survey – when people requested them, they arrived without envelopes and addresses to return them.</p>
<p>An Integrated Impact Assessment (IIA) has been completed to assess the effect of the proposals on different groups.</p>	<p>We are not aware that an IIA was completed to assess the effect of the proposals to make Spaces for People schemes permanent, before proceeding with the consultation to retain them, but we acknowledge this may have been done.</p>

2.3.3 Informative

<p>Guidance note 7 Council Consultation Quality Standards v0.1 March 2020 - Measures</p>	<p>Street Schemes Consultation Reality</p>
<p>Enough information is given to ensure participants understand issues, can consider proposals and give</p>	<p>Participants were asked if they wanted 36 schemes not yet installed, to be retained. But the council had refused requests to publish these - therefore people were being asked their opinion on plans where no information was publicly available, and the council had refused to provide it</p>



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informed responses	<p>The survey ran during lockdown. So even the schemes that were in place should have had accessible plans and imagery for those who couldn't see them. Of the few plans that were published, all were technical drawings confirmed by officers to be 'not designed for public use'.</p> <p>Misleading content blocked true understanding of the issues - in council communications and tweets from individuals (evidence can be supplied on request)</p>
There is clarity about what participants can and cannot influence through the consultation process	<p>There is no clarity - it appears that even councillors do not know. In a response to a formal question at full council meeting on 11 March, the Transport Convener refused to commit to saying whether schemes which a majority of respondents wished to be removed would in fact be removed or retained.</p>
Timescales for the process are clear	<p>The date of the consultation launch was a 'surprise' with local councillors only hearing at the same time as the press - a couple of hours before the consultation opened.</p> <p>Symptomatic of the extreme rush, the deadline immediately seemed ridiculously short - allowing only 3.5 weeks for the public and busy stakeholders to respond during a lockdown. As already mentioned, the council had not even put the required infrastructure in place around paper copies of surveys.</p> <p>This set the public 'tone' for the consultation and raised concerns and reduced trust in the process.</p> <p>Following feedback, the deadline was then extended by a fortnight.</p> <p>However, some of the damage and confusion could not be undone. For example, an advert remained on Lanark Road for the duration giving the original closing date when it had been updated to 5 April.</p>

2.3.4 Effective

Guidance note 7 Council Consultation Quality Standards v0.1 March 2020 - Measures	Street Schemes Consultation Reality
Public communications raise awareness of the consultation process to encourage those with an interest to participate	<p>There is widespread concern that public communications to raise awareness of the consultation were seriously misleading.</p> <p>This began in the launch communications and tweets when six quotes making positive statements about Spaces for People positioned as being from the general public, turned out, apparently, to be from a Sustrans employee, council staff and cyclist activists and their relatives. They were subsequently withdrawn but can be viewed on this archived council web page.</p>



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<https://web.archive.org/web/20210222130108/https://www.edinburgh.gov.uk/news/article/13109/seeking-your-views-on-keeping-spaces-for-people-measures>

SWEM commissioned an independent research company to review the communications and the survey and feedback was:

'The cornerstone of any survey or consultation is neutrality. You should be seeking to do everything you can throughout the process to maintain neutrality, not influence or lead and provide reassurance that all views have equal validity. Having looked at how the City of Edinburgh have initially advertised and promoted this consultation I would have concerns about their approach from a research perspective. The consultation is introduced with the message that these measures are positive, have led to improvements and have widespread support in the community rather than a neutral position. Cllr McInnes even states that "...over the last year we've heard from many, many people who have gained from Spaces for People measures." This approach will undermine the neutrality of the exercise and the validity of the findings as it will inevitably introduce a bias to any subsequent responses. I would have serious doubts about whether the findings from this process provided an accurate reflection of public views.'

There is also serious concern about the central use of icons relating to mobility in the advertisements for this consultation and the fact that in different creative executions they accounted for 33% or 40% of icons (icon of a person in a wheelchair and elderly people). See example image on left.

From feedback given over the previous 6 months, it was clear to the Spaces for People team by the time the consultation was launched, that there were significant concerns about the impact of removing 40km of kerbside access for disabled people across Edinburgh, and there had been very poor responses from council officers in relation to complaints. (These can be provided on request). The dominance of the segregated cycling schemes within the pandemic response and how they had been implemented, if made permanent, would be a form of 'eco-ableism' where environmental initiatives ignore the needs of disabled groups and would clash with other council policy around Equality.

Public statements and communications by leading councillors and officers in relation to this consultation went a step further - not just by denying that there was a negative impact, but far worse, by implying that Spaces for People schemes were actually centred on the needs of disabled people which is the direct opposite of the reality. (Transcripts, official public documents and emails that evidence this are available on request.)

The issue here is that some members of the public, without access to information other than that provided by the council or council representatives, may have responded more favourably to the consultation as a result.



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The decision-making process is adaptive and flexible based on feedback and learning.

Feedback is sought from participants and stakeholders on the consultation process and used to make improvements

Three serious, detailed and evidenced deputations from community groups including SWEM raising concerns about the Spaces for People consultation process were made to this council's Policy and Sustainability committee last week on 20 April.

However, in the Transport and Environment committee on 22 April, the convenor (who had attended the Policy and Sustainability committee meeting) made no acknowledgement of any concerns - and proceeded with bold statements that this consultation will still report back at the June meeting.

This approach will continue to incur cost of officer and external agency time in analysis and reporting a consultation which cannot provide meaningful data for all of the reasons above and more.

3. Requested action

Given the level of evidence of failure to meet Quality Standards and the fact this is a consultation that scores very highly on the Consultation Criteria, SWEM believes it would not be appropriate for this consultation to report back in two months' time to the Transport and Environment committee in June to inform decision making at that meeting.

If it did report back, it would severely undermine the visible commitment to the council's approved policy for consultations and the repercussions would impact other council business and the ability for the council to be effective or offer best value in the longer term.

Instead, there is an opportunity here to draw a line in the sand and acknowledge that an attempt to run a consultation during a pandemic was not successful.

There is a chance to take a fresh approach to community dialogue, and to consultation around making Spaces for People schemes permanent that meets all Quality Standards to win the hearts and minds of the public in Edinburgh on the approach to active travel.

This would evidence the council's approach to putting the best foot forward for the future and create a sustainable and achievable approach to meet the requirements of the City Mobility Plan by 2030.

It would also provide a solid basis for requesting Scottish Government funds for future active travel initiatives.

Thank you to all councillors for reading this deputation.

Prof. Derryck Reid
Chair
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