



TRAVELLING SAFELY EXPERIMENTAL TRAFFIC REGULATION ORDERS

Initial Engagement

City of Edinburgh Council

Document Reference: 8188
Date: August 2022

Created by
Cassandra Carruthers
Cassandra.Carruthers@projectcentre.co.uk

1. Document Control

Project Centre has prepared this report in accordance with the brief from the City of Edinburgh Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

2. Executive Summary

Background

During the Covid-19 pandemic, City of Edinburgh Council (CEC) introduced temporary active travel schemes to facilitate improved safety for pedestrians and cyclists in support of social distancing so that people can safely walk, wheel, or cycle.

These schemes were introduced through Temporary Traffic Regulation Orders (TTROs) utilising powers under the Coronavirus (Scotland) Act 2020.

Project Centre Limited (PCL) has been undertaking a series of design reviews of CEC 'Travelling Safely' schemes and once approved, schemes will then be progressed through the Experimental Traffic Regulation Order (ETRO) process with Orders drafted for CEC to advertise.

The 34 ETRO schemes are grouped into five different areas, and these are:

- City Centre
- North
- East
- South
- West

We were asked to provide for a platform for engagement on the revised 'Travelling Safely' ETRO schemes by local residents and businesses.

A programme of digital engagement was created to ensure the proposals were shared with the community and there was an opportunity for all those impacted to register their comments.

Across all 34 ETRO schemes, 12 received the largest number of comments during the engagement period, and therefore, the comments for these schemes were prioritised for analysis in more detail. The analysis can be found in Section 4. Additional analysis was also undertaken on the five City Centre schemes.

The 17 projects covered in Section 4 are:

- City Centre (all)
 - CC1 - Princes St
 - CC1 - South St David St
 - CC1 - Waverley Bridge

- CC2 - Cockburn St
- CC3 - Victoria St
- North Schemes
 - N1 - West Shore Rd
 - N3 - Crewe Rd South
 - N4 - Ferry Rd
- East Schemes
 - E3 - Duddingston Rd
 - E5 - Duddingston Rd West
- South Schemes
 - S6 - Quiet Corridor - Meadows to Greenbank
 - S8 - Comiston Rd
 - S9 - Braid Rd
- West Schemes
 - W1 - A90 Queensferry
 - W3 - Silverknowes Rd North/South
 - W5 - Drumbrae North
 - W9 - Lanark Rd

This report summarises and details feedback from the initial engagement carried out on all ETRO schemes under the Travelling Safely project and provides additional detailed analysis on the 17 ETRO schemes identified above. It is understood that Council officers also reviewed engagement comments, with a view to identifying relevant technical issues which may not have been foreseen in previous work on ETRO plans.

Engagement Summary

- Dedicated web pages were set up for the project, which can be found in Appendix A.
- The engagement occurred from Friday 10 June to Sunday 3 July and submissions could be made by email.
- 1,230 emails were received during the engagement on all of the proposed schemes. These were sorted into either objection comments, support, general comments/statements, or queries. Some emails indicated more than one category, e.g., overall support and a general comment so would span both categories and therefore, a total of 1,748 comments were analysed. A sampling of the comments can be found in Appendix B.

Results

- The outcome of the engagement on the proposed ETROs has highlighted that residents and local communities are aware of the challenges around safer routes for all road users within Edinburgh and they welcome an opportunity to provide feedback on the ETRO proposals.
- In total, 1,230 emails were received during the engagement period on all the schemes. Of those emails, 702 (57%) were categorised as objections, 303 (25%) as support and 225 (18%) were general comments or queries.
- From the total emails received, 40 emails were blanket objections or support for the proposals, which did not contain any indication for any specific scheme. These have been acknowledged and set aside from the main analysis. These emails are contained in Appendix C in this report.

Contents

1.	Document Control	1
2.	Executive Summary	2
3.	Methodology	6
4.	Engagement Findings	9
5.	Conclusion	31
6.	Appendix A – Copies of the Travelling Safely web pages	32
7.	Appendix B – EXAMPLES of OBJECTION/SUPPORT comments	36
8.	Appendix C – Blanket objection/support responses	42
9.	Quality	48

3. Methodology

Introduction

City of Edinburgh Council (CEC) appointed Project Centre Limited (PCL) to undertake an initial public engagement exercise to gather feedback on Experimental Traffic Regulation Order (ETRO) proposals for various locations across the city. For the engagement programme, PCL were tasked with the following:

- Creating and designing web pages (one landing page and five area pages)
- Conversion of technical PDF drawings to JPEGs for publication on webpage as well as hosting PDFs for download (34 PDFs in total)
- Monitoring and logging emails received within a reasonable time limit
- Categorising all emails received into support/object or comment responses
- Thematic analysis of all emails.

Five different areas for the ETRO schemes were engaged on and these were:

- City Centre
- North
- East
- South
- West

The current Temporary Traffic Regulation Orders (TTROs) installed during the Covid-19 pandemic, are proposed to change to Experimental Traffic Orders (ETROs). This is so that the Council can continue monitoring the existing measures, also considering that traffic is returning to pre-Covid levels. Monitoring will enable the Council to gain a better understanding of how the measures are working and if any changes are required if they were to be made permanent.

This engagement was not a statutory exercise and there will be a statutory consultation later this year pending the outcome of the Council's Transport and Environment Committee regarding the implementation of the proposed ETRO schemes.

Engagement approach

CEC advertised a proposal for the implementation of ETROs under the Travelling Safely project, in line with legal traffic order requirements in national press. The engagement period was open between Friday 10 June to Sunday 3 July 2022, with responses accepted until 5pm Friday 8 July 2022. PCL supported on the engagement process and the key elements of the ETRO proposals included the introduction of (but are not limited to):

- New cycle facilities
- Road closures to facilitate more space for pedestrians and cyclists
- New bollards and other associated measures to guide motorists to provide safer spaces for pedestrians and cyclists.

The engagement programme provided members of a wide range of residents, community organisations and businesses the opportunity to view and comment on the Council's proposals.

Dedicated project webpages were developed and hosted on PCL's engagement portal, CitizenLab¹. A landing page hosted on the engagement platform included links to each area which contained the images of the relevant ETRO for that area. This was to enable visitors to easily find the area in which they lived and the specific proposals for their road and surrounding roads. (Screenshots of the drawings are in the supplementary document, Appendix A).

The landing page also included a link to a page displaying all of the Frequently Asked Questions which also provided a downloadable FAQ document, and a link to the CEC Travelling Safely project page for more information.

Instructions on the webpage stated that respondents should provide their feedback on proposals via email. A dedicated email address² was provided on the webpage. Respondents were able to give as much or as little feedback on any number of schemes as preferred.

A screenshot of the landing page respondents would arrive at and navigate from is found in Appendix A.

Each area had its own page, accessed from the landing page, which showed each of the individual scheme plans for the proposed ETRO layout, outlining the existing measures proposing to be kept. Once respondents selected the particular area they

¹ www.pclengagement-hub.co.uk/en-GB/folders/parkingreviewph1

² edinburgh.consultation@projectcentre.co.uk

were interested in, this would open a page for that area and show all of the schemes with a single image.

Below is an image of a legend and a typical layout of a scheme. All of the images were clickable which allowed them to be opened in a new tab to display the full-sized PDF. Respondents could then zoom in further to get a better understanding of specific changes proposed for their area.

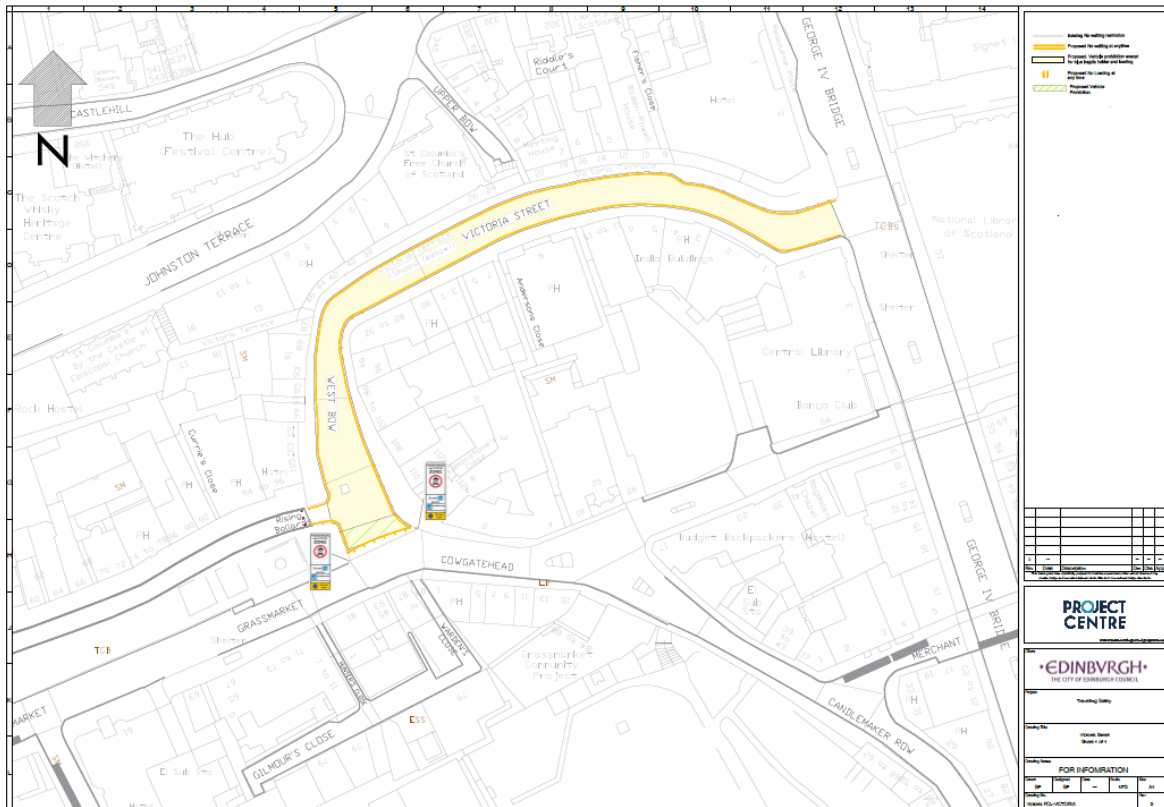


Figure 2 PCL Engagement Hub – Travelling Safely ETRO – copy of City Centre proposed ETRO drawing

4. Engagement Findings

Email Response Analysis

Respondents were asked to submit their comments to a dedicated email address, edinburgh.consultation@projectcentre.co.uk providing their name, address and the ETRO reference number they were responding about. Respondents were able to provide their feedback in as much or little detail as they wished. These were then categorised as either objection, support, or general comments. A breakdown of these results can be found further along in this section.

Although some emails sent by respondents simply expressed blanket support or objection to the proposals, most emails discussed the merits of the various schemes and provided more comprehensive feedback in their response. All feedback was categorised based on an analysis of its content, into set themes such as 'perceived congestion', 'perceived safety and speeding concerns' and 'cycling/cycling facilities'.

1,230 emails were received on the overall scheme proposals. 702 (57%) were categorised as objections, 303 (25%) were categorised as support and 225 (18%) were categorised as general comments/queries.

40 emails were received in the total number of 1,230 emails that were blanket objections (13) or support (27) for the proposals, and these did not contain any comments for specific schemes, so these have been acknowledged in the total figure and excluded from the thematic feedback analysis to ensure accurate reporting.

The comment analysis was undertaken by developing a thematic framework to capture all discussion points, ideas, and feedback that people wanted to communicate to CEC about their objection or support. Due to the nature of free text analysis, some themes were discounted from the analysis as they were beyond the scope of the advertised proposals.

The graph below shows the most popular comment themes to emerge from the feedback:

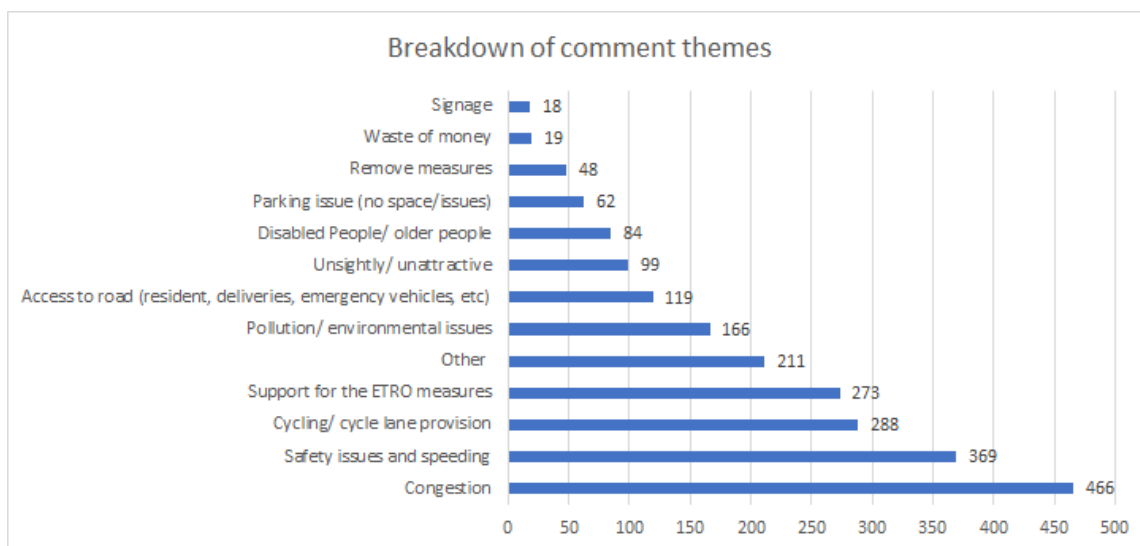


Figure 3 Breakdown of all comments from responses

- The largest theme people commented on were perceived concerns related to congestion in some of the areas covered by the ETROs (466 comments).
- The second largest theme were perceptions of speeding and safety concerns (369 responses and the third largest theme to receive comments were related to cycling and cycling facilities (288 comments).
- Overall, 273 comments were received in support of the ETRO measures being proposed.

Examples of some of the commentings received are detailed below:

“As a resident of Braid Road north of the Hermitage I have been enjoying the huge reduction in traffic however having observed the traffic jams on Comiston Road which often extend to Fairmilehead I think Braid Road should be fully open to two-way traffic along its entire length”.

“Since it was closed during lockdown, it has diverted a huge amount of traffic on to Comiston Road/Pentland Terrace. Re-opening it Southbound has helped in terms of traffic in that direction in Morningside and Bruntsfield – although they continue to be “nose-to-tail” stationary for much of the day. However, the massive queues on Comiston Road/Pentland Terrace approaching the traffic lights at the junction with Greenbank Crescent and Braidburn Terrace from the South are as bad as ever, frequently stretching back to the Riselaw Crescent junction and beyond”.

“The Braid Avenue - Cluny Drive scheme is dangerous in descent, it allows bikes to come down Braid Avenue, but they must give way to traffic halfway down. This is counter intuitive and on such a gradient, difficult”.

“All of the bollards get in the way, and they feel far less safe than before they were added. Not to mention that pedestrians often walk into the bollarded cycle lanes as though the pavement is extended”.

“Whitehouse Loan is a very wide road by most standards. There is no reason why cycle lanes could not be created on either side, especially in the area south of Strathearn Place between there and the Astley Aisle junction. It would also be possible to create cycle lanes between Thirlestane Road and Bruntsfield Place, with part time traffic lights controlling the section outside Gillespie’s Primary School/secondary School during school start and finish times”.

“Minor re-routing inconvenience when in my car was quickly adapted to and is now incorporated into automatic navigation and route planning. When cycling, motor traffic has been noticeably slowed making cycling feel safer”.

Respondents were able to comment on as many schemes as they wished, and many provided multiple comments on multiple schemes, so therefore, the number of comments is higher than the number of emails received.

A high-level analysis was completed for each of the five areas and a detailed analysis was completed for 17 of the individual ETRO schemes across these areas. This enabled CEC to see which schemes received most comments and whether respondents were objecting, were in support or providing general comments on a particular scheme.

City Centre (ETRO 21-26)

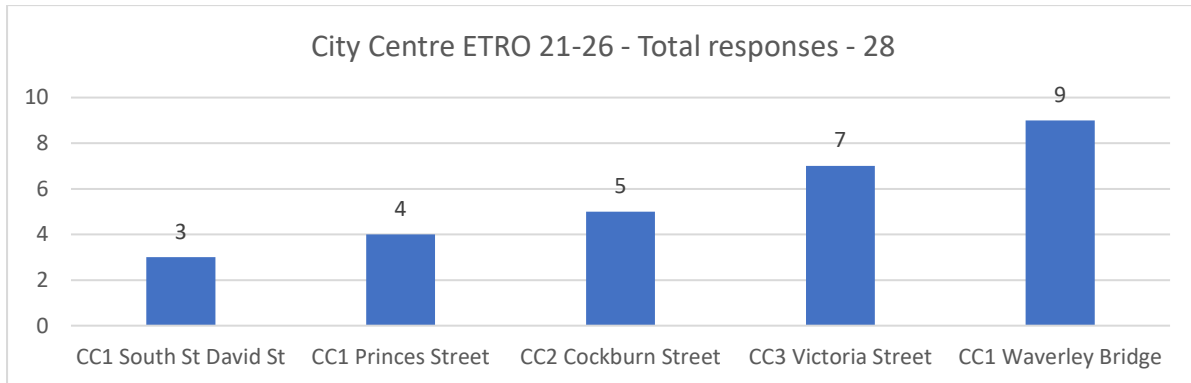


Figure 4 The total number of responses received for the City Centre ETRO schemes

- The highest number of responses received to the City Centre proposals were for the Waverley Bridge ETRO scheme with nine comments, and the lowest number related to the South St David Street scheme, with three.



Figure 5 Responses to each of the City Centre schemes split by type of comment

- Of the City Centre schemes, the largest number of objection responses were received for Princes Street, Waverley Bridge and Victoria Street which each received three objection responses. The lowest number of objection responses were for South St David Street and Cockburn Street, which each received one.

- The highest number of support representations were received for the Waverley Bridge and the Victoria Street schemes which each received four responses. The lowest number was for Princes Street and South St David Street which both received one response.

Detailed analysis: City Centre schemes

This is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral. **Many responses contained more than one comment.** Supportive comments are not sub-categorised.

CC1- Princes Street:

- This scheme received nine comments, and these spanned across safety issues, cycling and cycle lane provision, impact on disabled/older people, congestion, parking, pollution, access, suggestions, and other comments.
- This scheme received one comment in support of the measures in this location.

CC1- South St David Street:

- This scheme received three comments, and these were related to safety issues, congestion, and pollution.
- This scheme received one comment in support of the measures in this location.

CC1- Waverley Bridge:

- This scheme received 17 comments and the main comments made were regarding vehicular access to streets, pollution, parking issues, congestion, unsightly measures, and cycling/cycle lane provision.
- This scheme received four comments in support of the measures in this location.

CC2 – Cockburn Street:

- This scheme received three comments and the main comments made were one each for parking issues, pollution, and safety issues.
- This scheme received three comments in support of the measures in this location.

CC3- Victoria Street:

- There were 13 comments received and they spanned safety issues, congestion, cycling/cycle lane facilities, pollution and other comments which

includes road improvements, public transport, and the impact on businesses.

- This scheme received four comments in support of the measures in this location.

North area (ETRO 21-27)

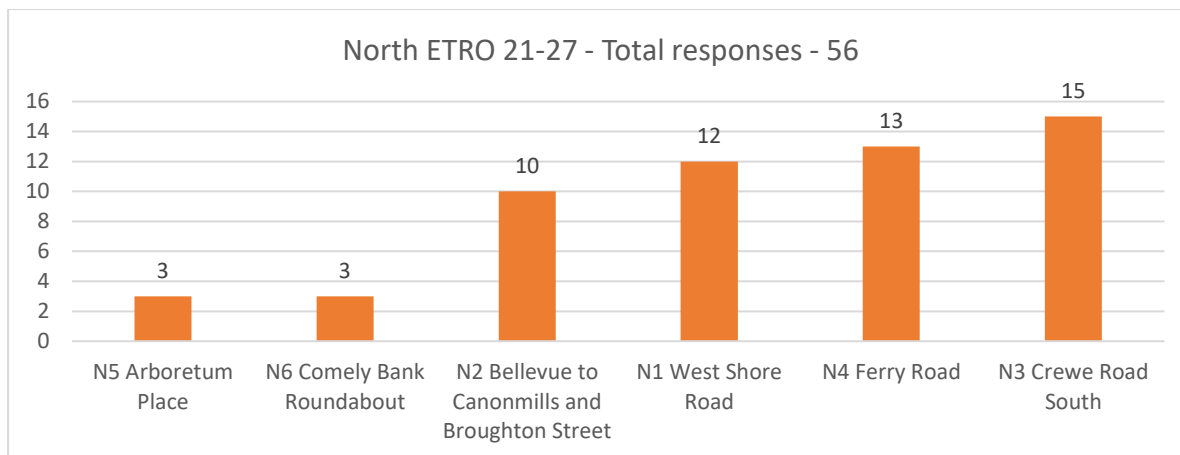


Figure 6 The total number of responses received for the North ETRO schemes

- The highest number of responses received to the North ETRO proposals were 15 for the Crewe Road South ETRO scheme and the lowest number related to the Arboretum Place and Comely Bank Roundabout schemes with three responses.



Figure 7 Responses to each of the North schemes split by type of comment

- Of the North ETRO schemes, the largest number of objection comments were received for the West Shore Road and Ferry Road which each received eight objection comments. The lowest number of objection comments

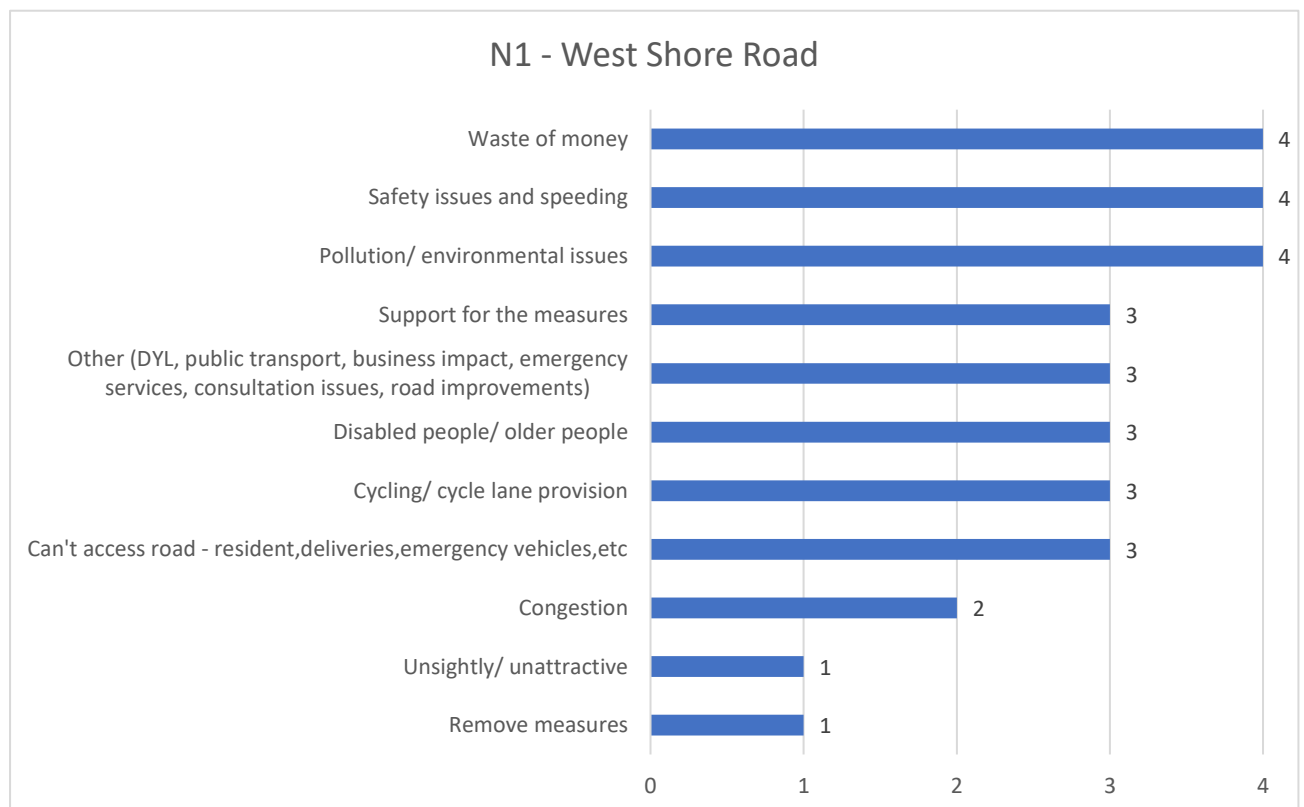
received were for Arboretum Place and Comely Bank Roundabout which received one objection comment each.

- The highest number of support representations were received for the Bellevue to Canonmills and Broughton Street scheme which received six responses. The schemes that received the lowest support responses were Arboretum Place and Comely Bank Roundabout which received two each.

Detailed analysis: North schemes

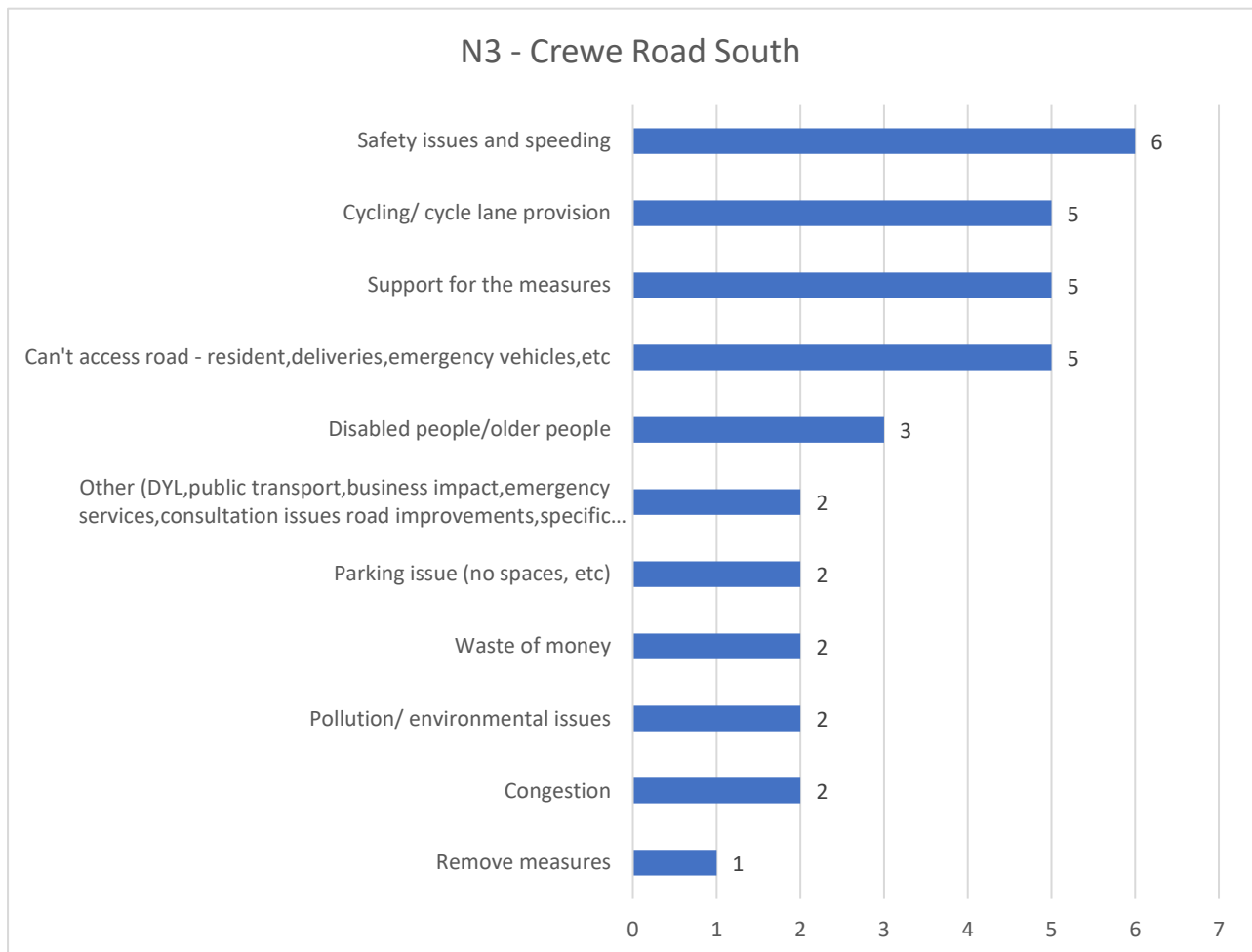
Detailed analysis is provided below for the three schemes with the largest numbers of objection **responses**. Please note that this is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral, **many responses contained more than one comment**. Supportive comments are not sub-categorised.

N1- West Shore Road



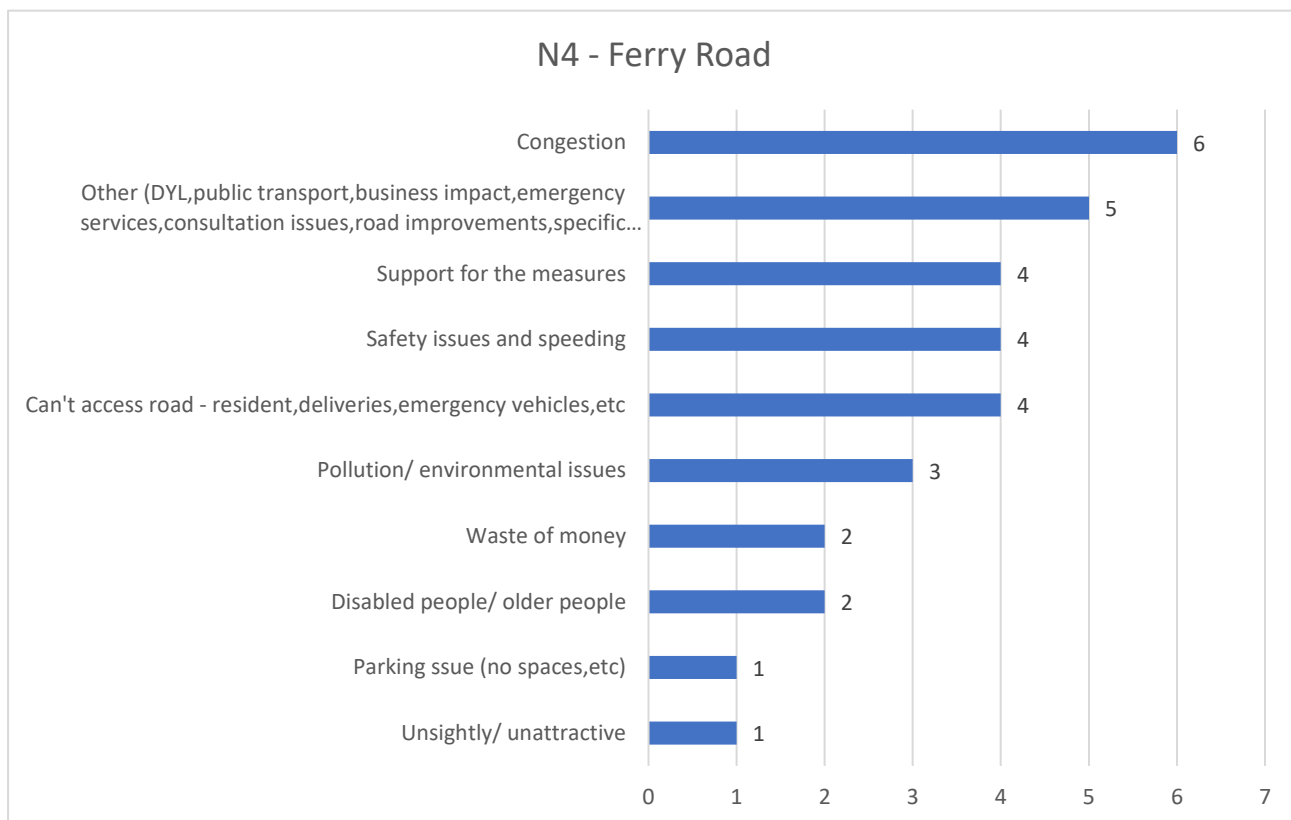
- The largest number of comments for this scheme were regarding safety concerns, pollution and the money spent on the scheme. These comments received a total of four comments each.
- Three comments were left for each category: impact on disabled/older people, cycling, access to street by residents and emergency services.
- Three comments were received in support of the measures in this scheme location.

N3-Crewe Road South:



- The largest number of comments received were about safety issues (six comments).
- This was followed by concerns about access to the street for residents, deliveries, and emergency services (five comments) and comments related to cycling and cycle lane provision (five comments).
- This scheme received five comments in support of the measures.

N4- Ferry Road:



- Cycling and congestion issues received the most comments on this scheme with six each.
- Other comments (which include road improvements, impact on businesses and suggestions outside the scope of the project) received five comments.
- Four comments were received in support of the measures in this scheme location.

East area (ETRO 21-28)

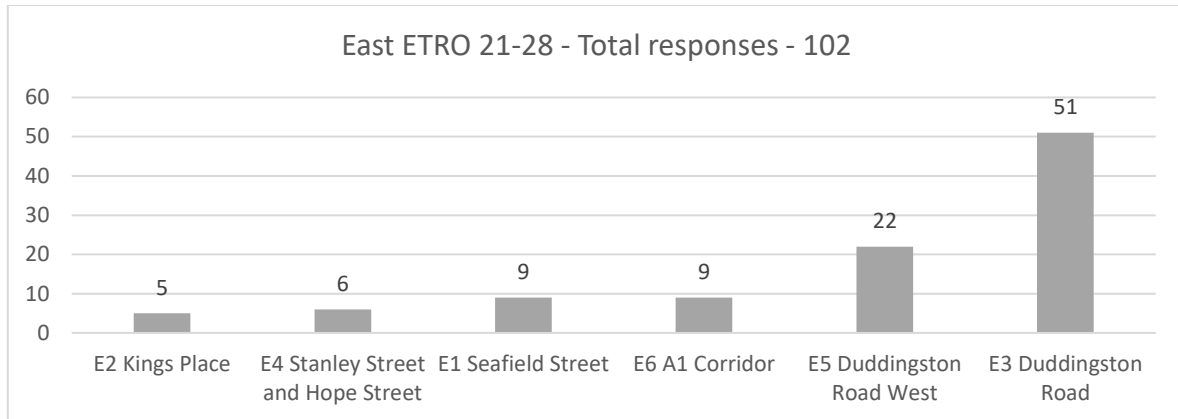


Figure 12 The total number of responses received for the East ETRO schemes

- The highest number of responses received to the East ETRO proposals were 51 for the Duddingston Road ETRO scheme and the lowest number related to the Kings Place scheme which received 5 responses.



13 Responses to each of the East schemes split by type of comment

Figure

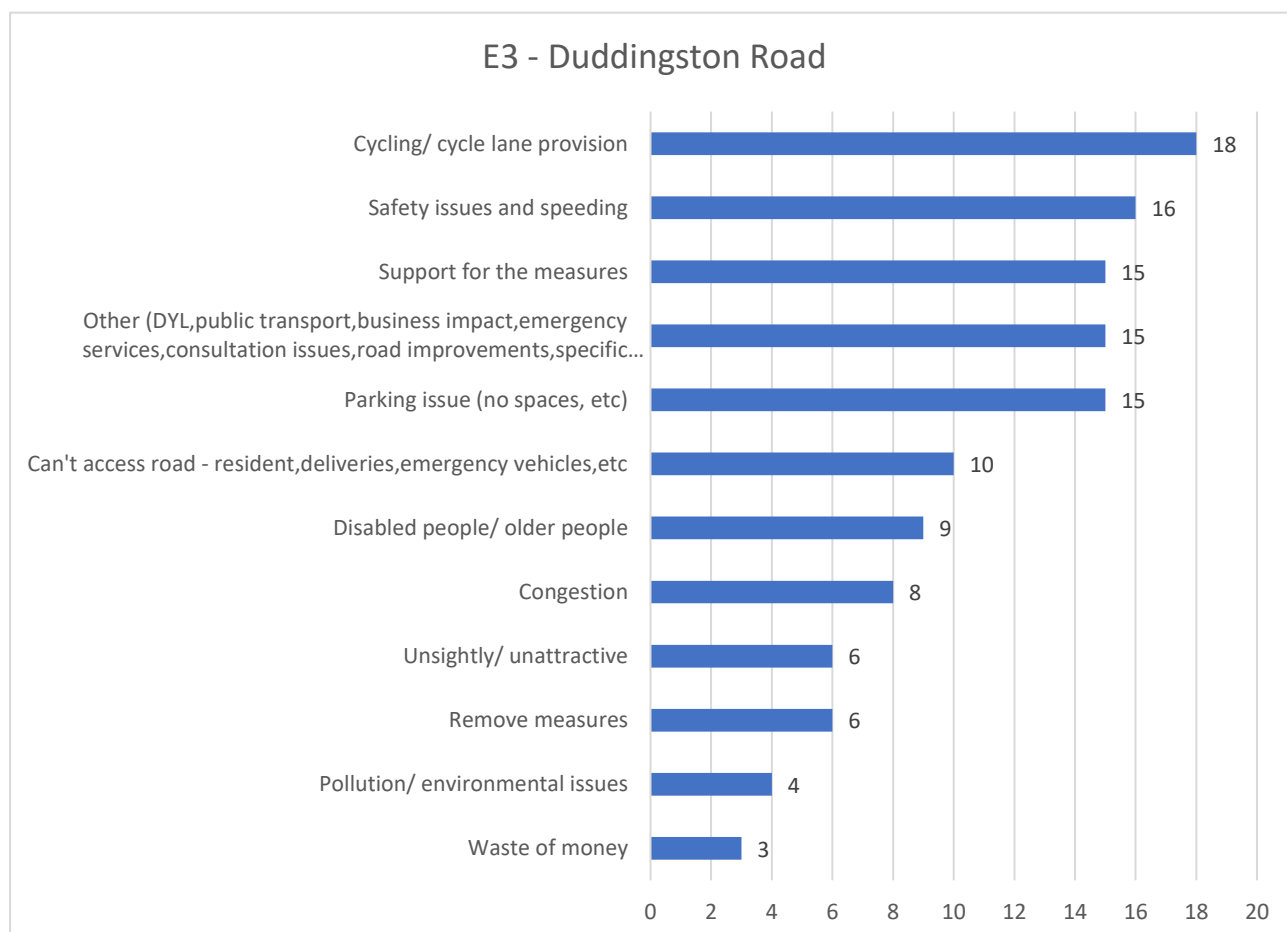
- The largest number of objection responses received for an East scheme were 29 for the Duddingston Road scheme. The lowest number of objection responses were two for the Kings Place and the Stanley Street/Hope Street schemes.

- The highest number of support representations were received for the Duddingston Road scheme which received 15 responses and the scheme that received the lowest number of support representations was the Kings Place scheme with three.

Detailed analysis: East schemes:

Detailed analysis is provided below for the two Duddingston schemes, which received the largest numbers of objection **responses**. Please note that this is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral; **many responses contained more than one comment**. Supportive comments are not sub-categorised.

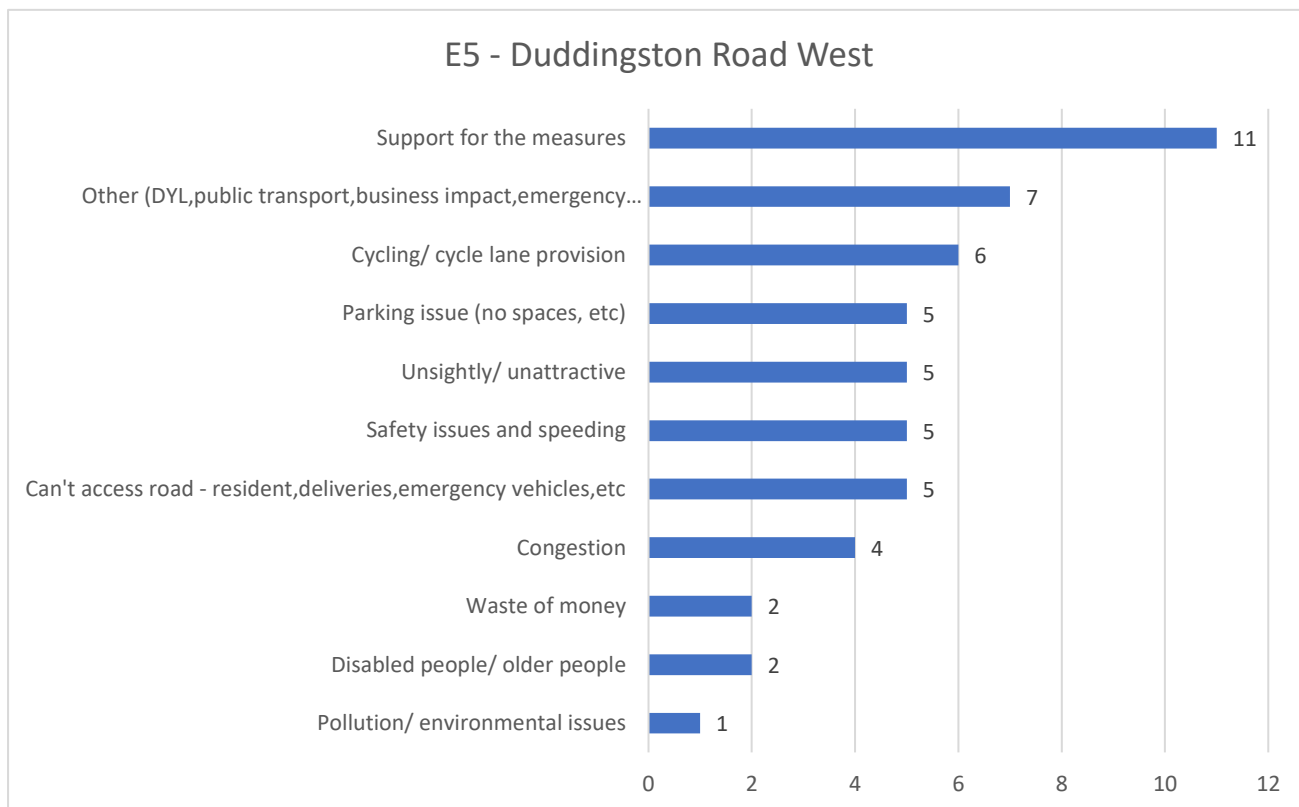
E3-Duddingston Road:



- The highest number of comments for this scheme location received was 18 regarding cycling and cycle lane facilities.
- The second highest number of comments was for safety and speeding issues which was 16.
- The joint third highest number of comments was for other (which includes, public transport and road improvements) and parking issues which both received 15 comments.

- 15 comments were received in support of the measures in this scheme location.

E5- Duddingston Road West:



- The largest number of comments for this scheme was eleven which were all in support of the measures in this location.
- The second largest number of comments was seven related to Other (which includes impact on businesses, road improvements and public transport).
- The third largest number of comments received was six regarding cycling and cycle lane provision. Parking issues, unsightly/unattractive measures, safety and speeding issues and access to street all received five comments in this location.

South area (ETRO 21-29)

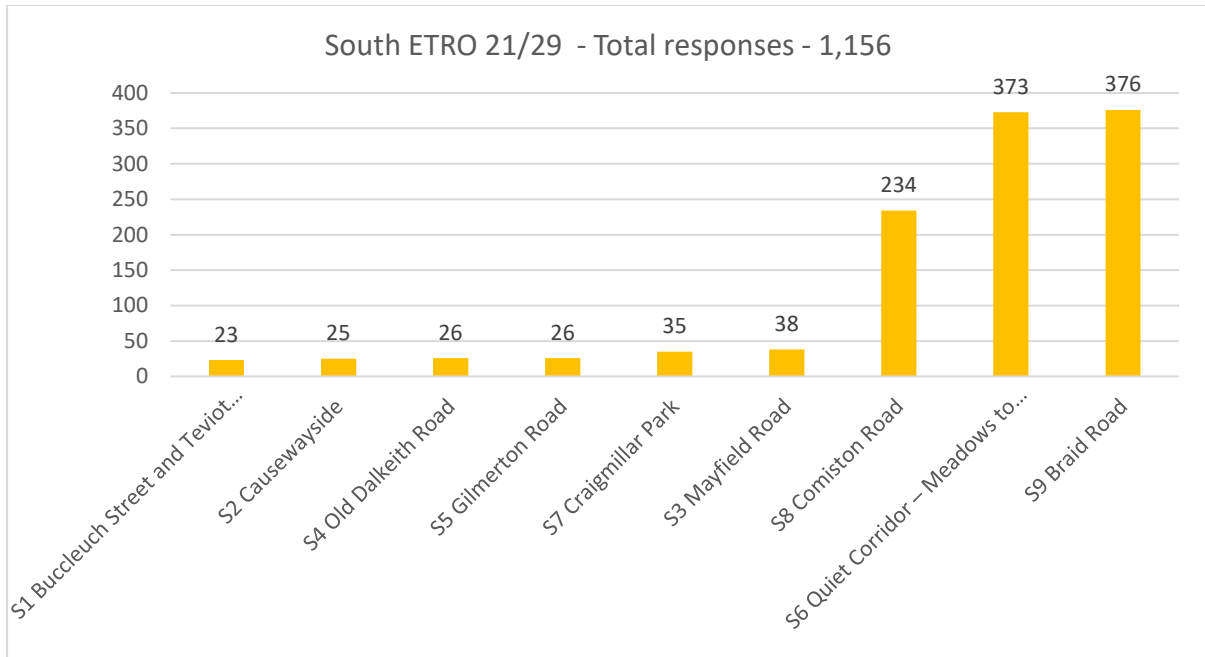


Figure 10 The total number of responses received for the South ETRO schemes

- The highest number of responses received to the South ETRO proposals were 376 for the Braid Road ETRO scheme and the lowest number related to the Buccleuch Street and Teviot Place scheme – 23 responses.



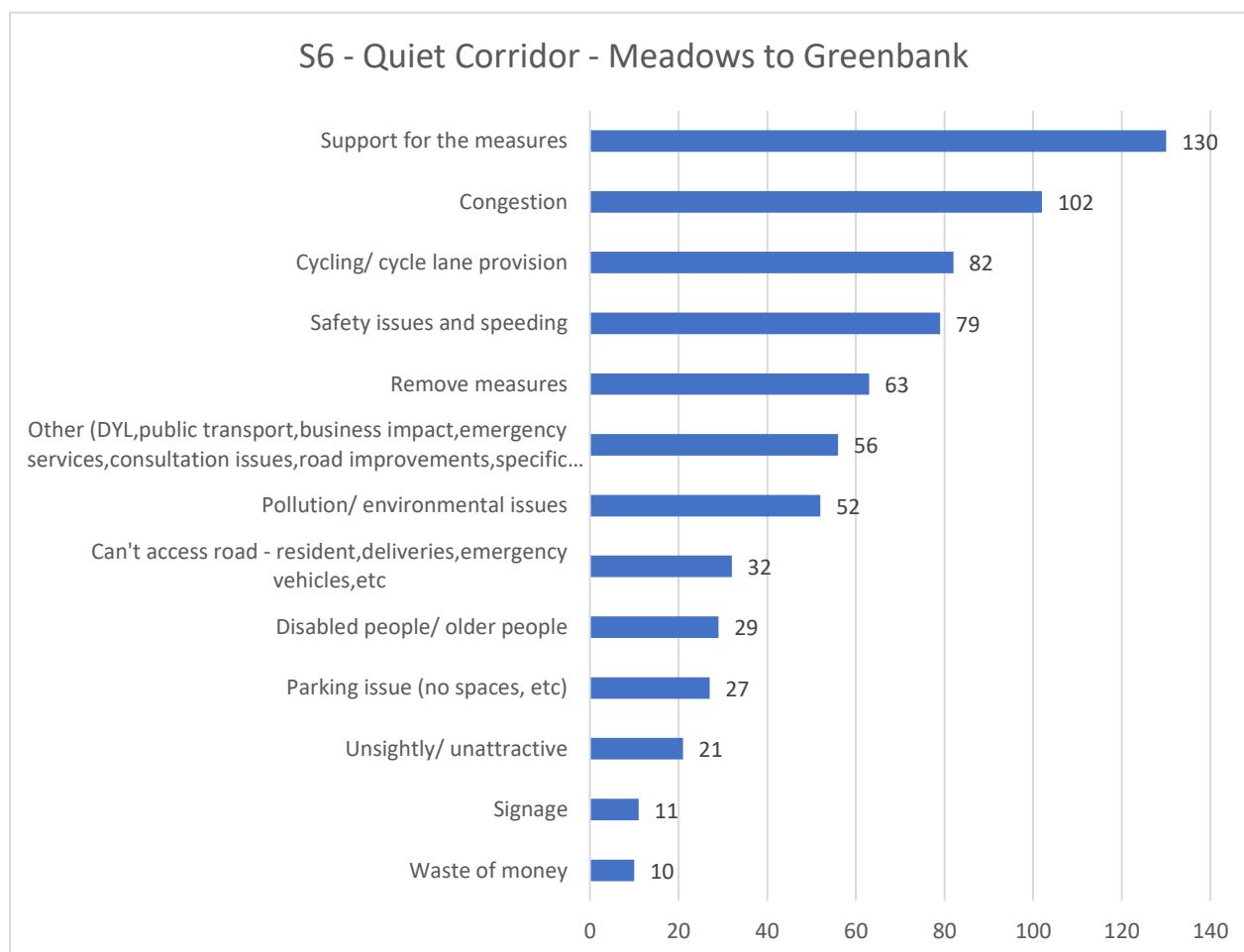
Figure 11 Responses to each of the South schemes split by type of comment

- The largest number of objection responses received for a South scheme were for the Braid Road scheme which received 217 objection responses. The lowest number of objection responses were six for each of the Buccleuch Street/Teviot Place, Causewayside and Gilmerton Road schemes.
- The highest number of support representations were received for the Quiet Corridor – Meadows to Greenbank scheme which received 130 responses and the scheme that received the lowest number of support representations was the Buccleuch Street/Teviot Place and Old Dalkeith Road schemes with 15 each.

Detailed analysis: South schemes:

Detailed analysis is provided below for the three schemes with the largest numbers of objection **responses**. Please note that this is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral; **many responses contained more than one comment**. Supportive comments are not sub-categorised.

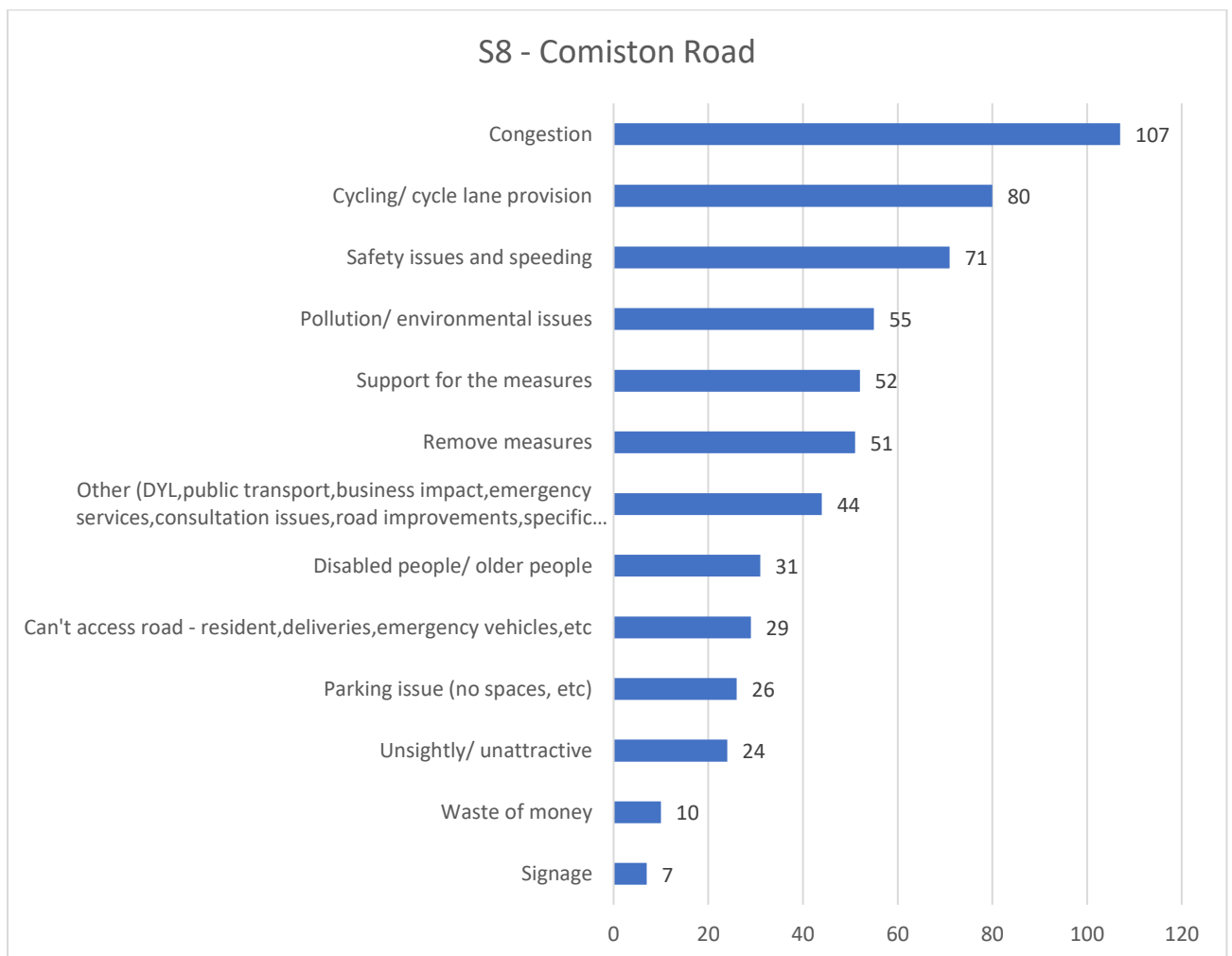
S6- Quiet Corridor – Meadows to Greenbank:



- The highest number of comments for this scheme was 130 in support of the measures.

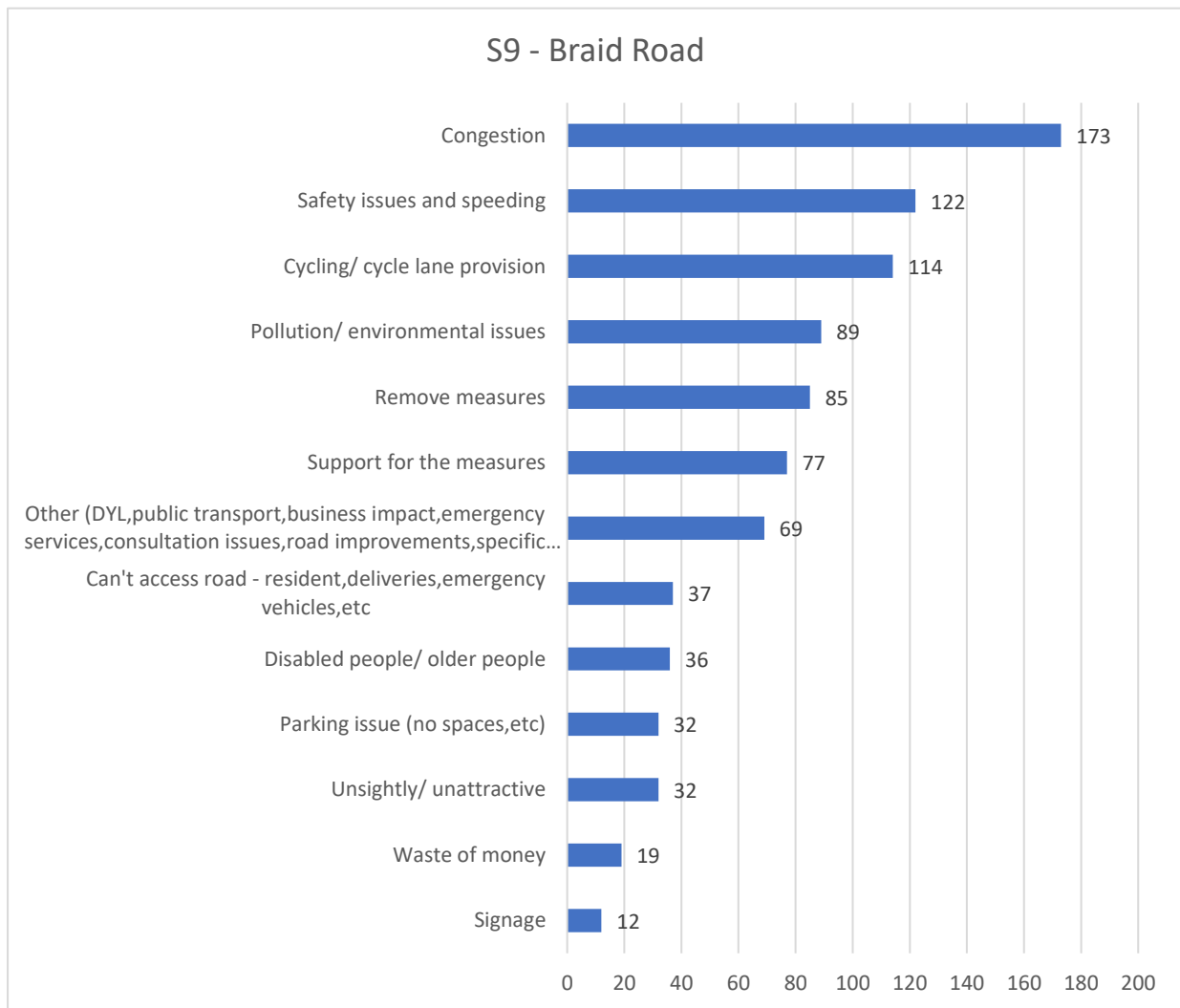
- Congestion in this scheme location received the second highest number of comments with 102.
- Third highest number of comments was for cycling and cycle lane facilities which received 82 comments.

S8- Comiston Road:



- The largest number of comments on this scheme was 107 comments for congestion in this location.
- The next highest number of comments was 80 regarding cycling and cycle lanes.
- The third largest number of comments received was for safety issues which totalled 71 comments.
- 52 comments were received in support of the measures in this location.

S9- Braid Road:



- The largest number of comments for this scheme was 173 regarding congestion in this location.
- Second largest was 122 comments received for safety and speeding issues and 114 comments were received related to cycling and cycle lane provision in this location.
- 77 comments were received in support of the measures in this scheme location.

West area (ETRO 21-30)

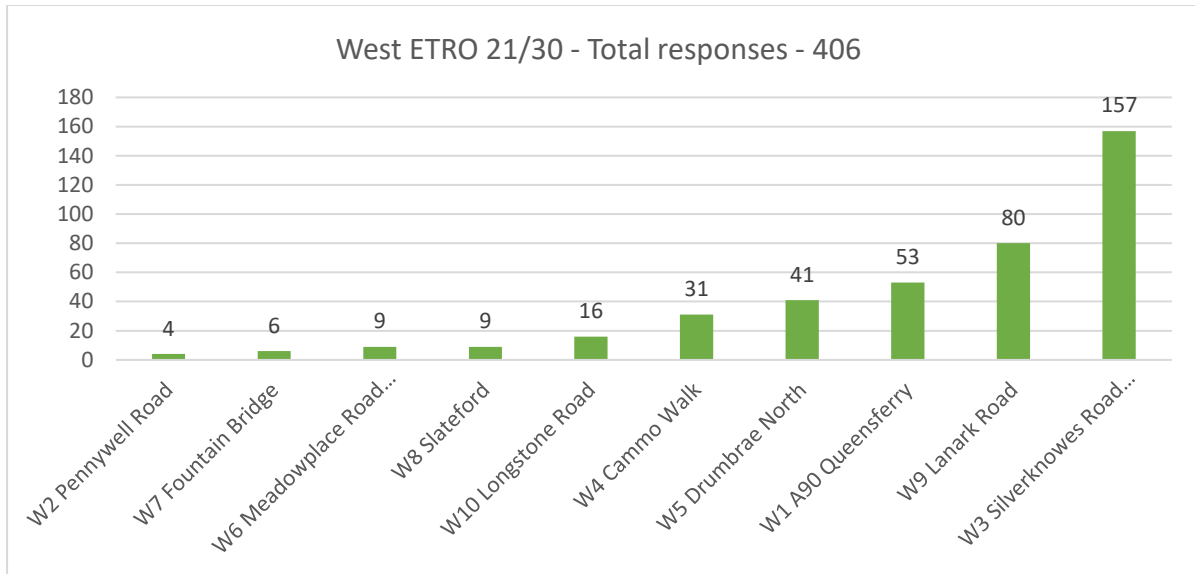


Figure 8 The total number of responses received for the West ETRO schemes

- The highest number of responses received to the West ETRO proposals were 157 for the Silverknowes Road North/South ETRO scheme and the lowest number related to the Pennywell scheme which received four responses.

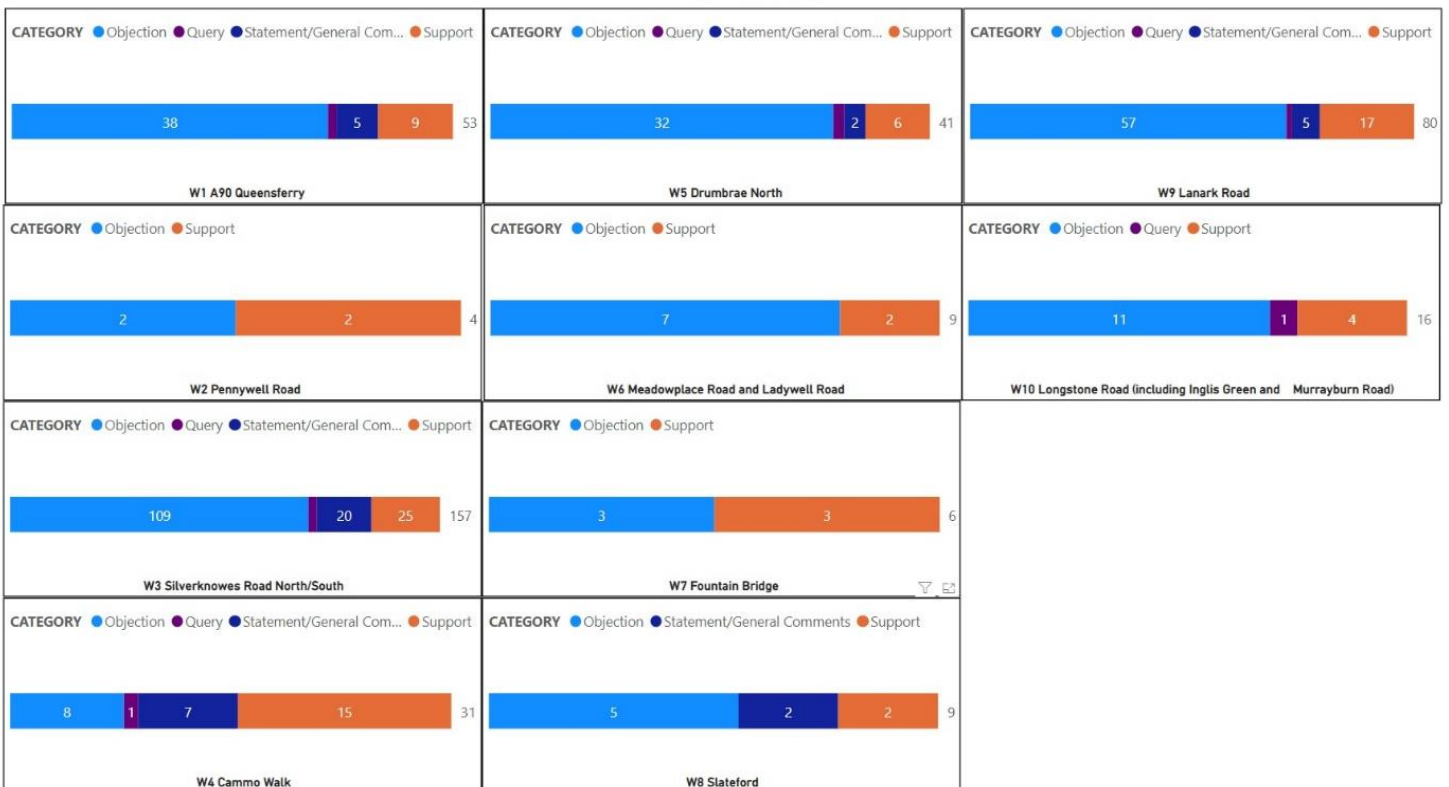


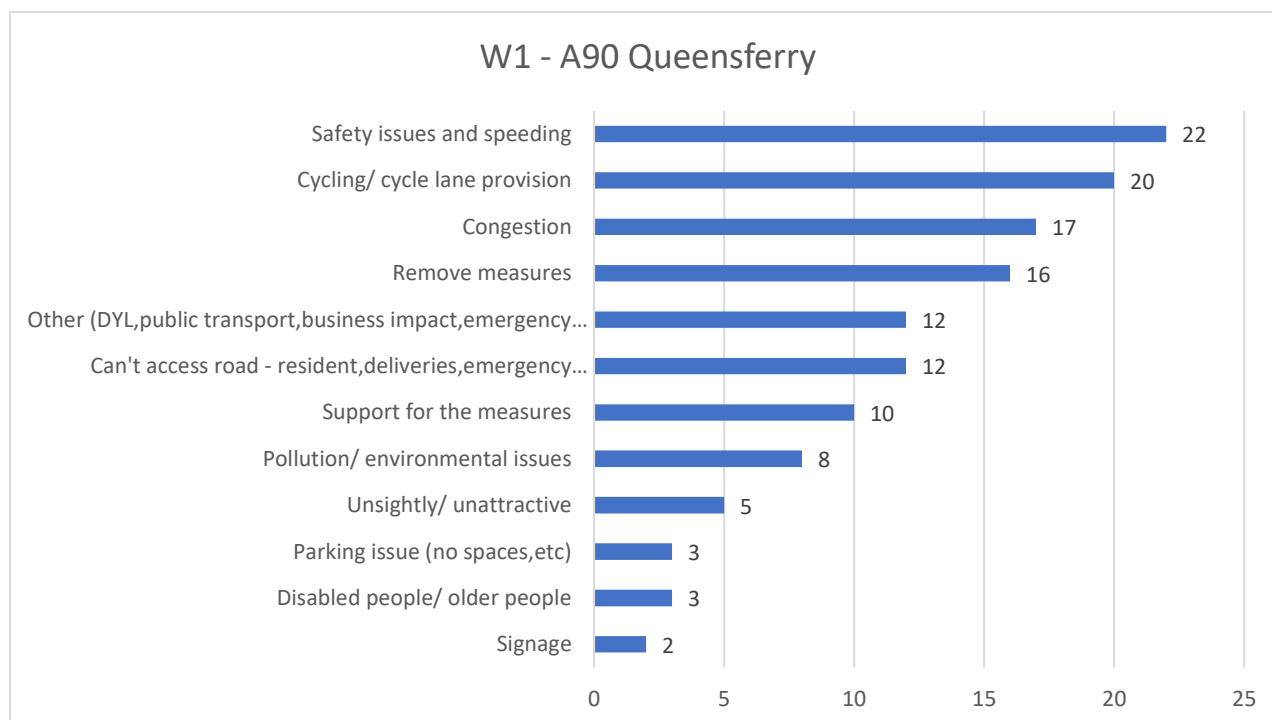
Figure 9 Responses to each of the West schemes split by type of comment

- Of the West ETRO schemes, the largest number of objection responses were received for the Silverknowes Road scheme which received 109 objection responses. The lowest number of objection responses were two For the Pennywell Road scheme.
- The highest number of support representations were received for the Silverknowes Road scheme which received 25 responses and the scheme that received the lowest number of support representations was the Pennywell Road, Meadowplace Road/Ladywell Road and Slateford schemes with two each.

Detailed analysis: West schemes:

Detailed analysis is provided below for the four schemes with the largest numbers of objection **responses** (Silverknowes Rd N and S being combined for this purpose). Please note that this is a breakdown of overall **comments** received for each scheme; positive, negative, and neutral; **many responses contained more than one comment**. Supportive comments are not sub-categorised.

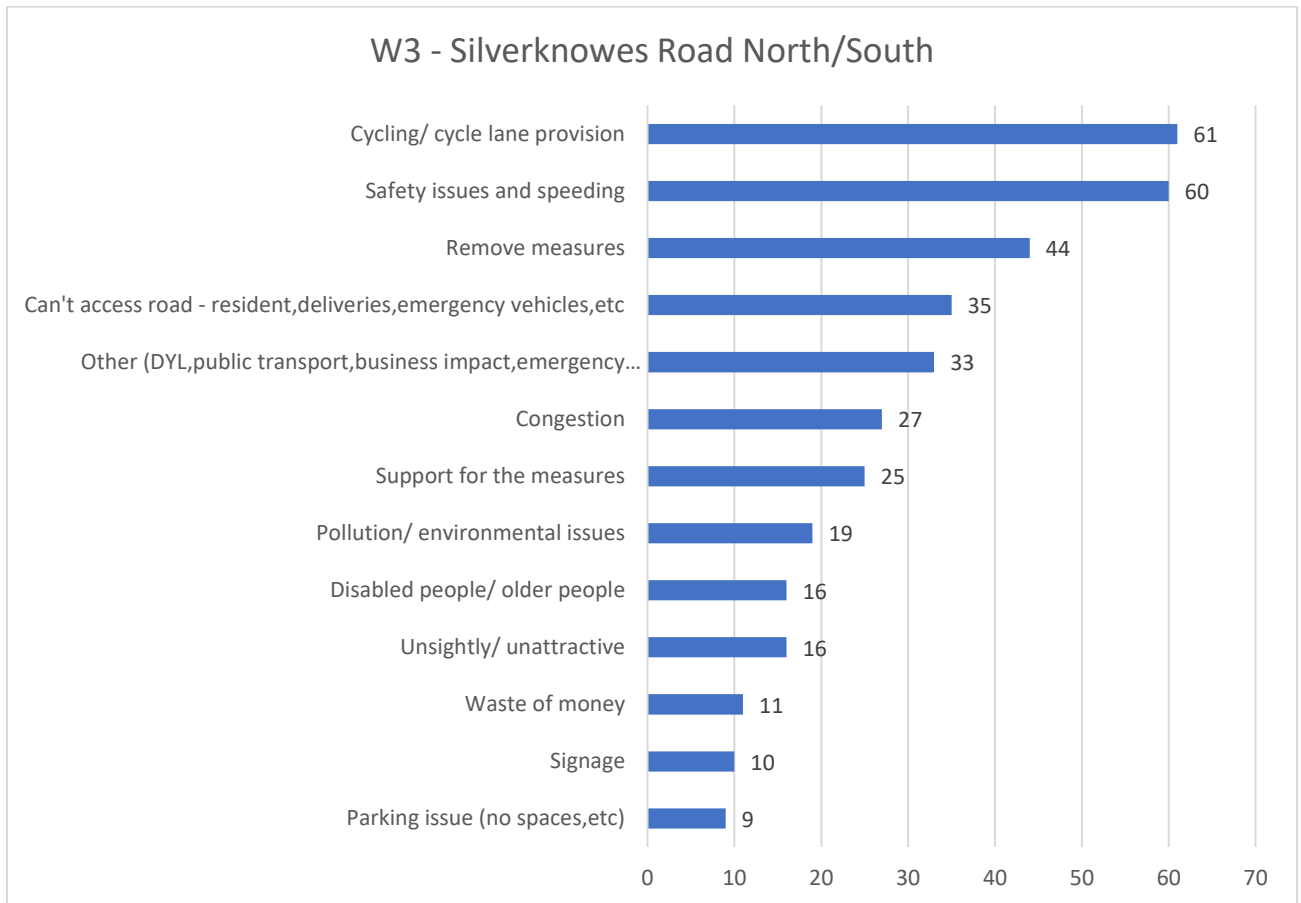
W1- A90 Queensferry:



- The highest number of comments received for this scheme was 22 and these were related to safety issues and speeding. The second highest number of comments was 20 related to cycling and cycle lane facilities and third highest was 17 which mentioned congestion issues.

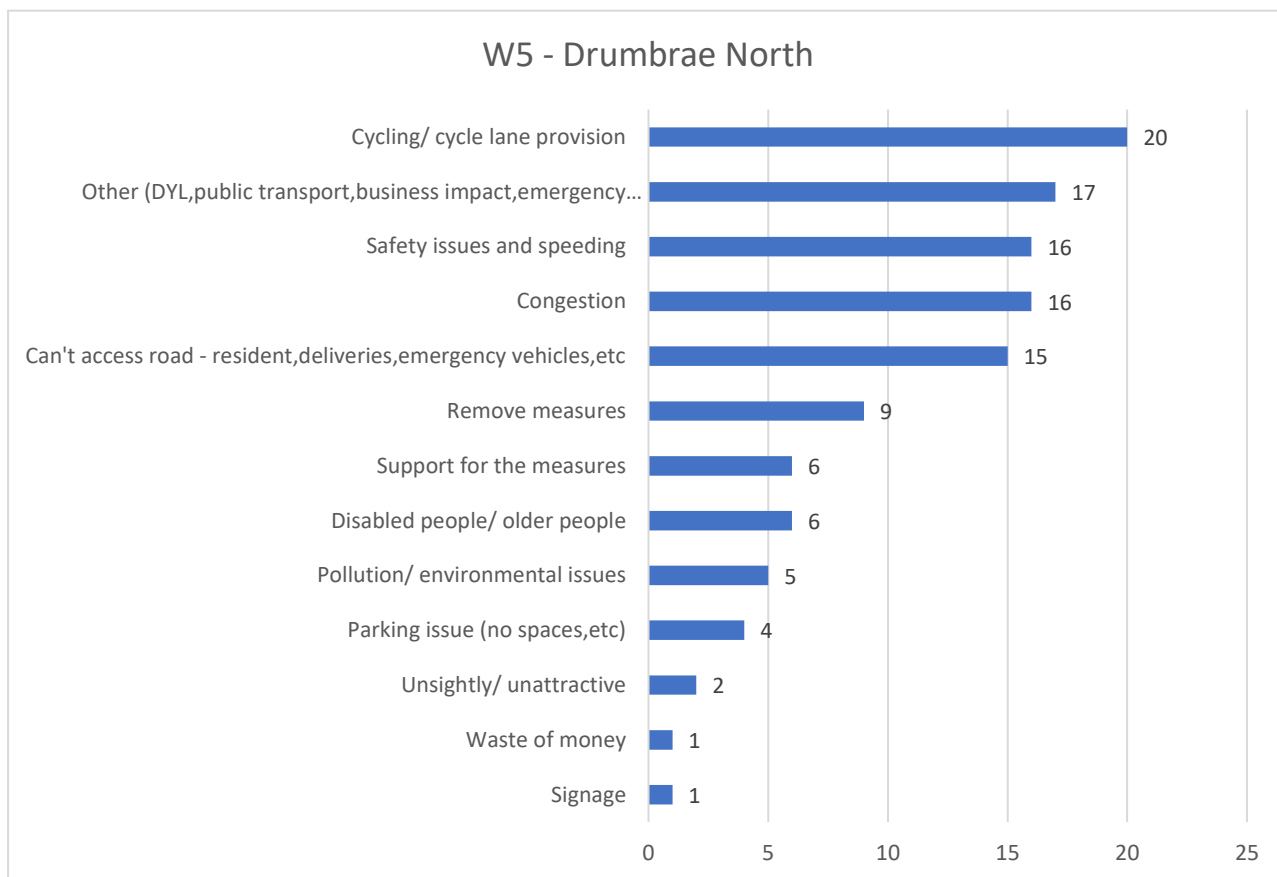
- Ten comments were received in favour of the measures for this scheme location.

W3- Silverknowes Road North/South:



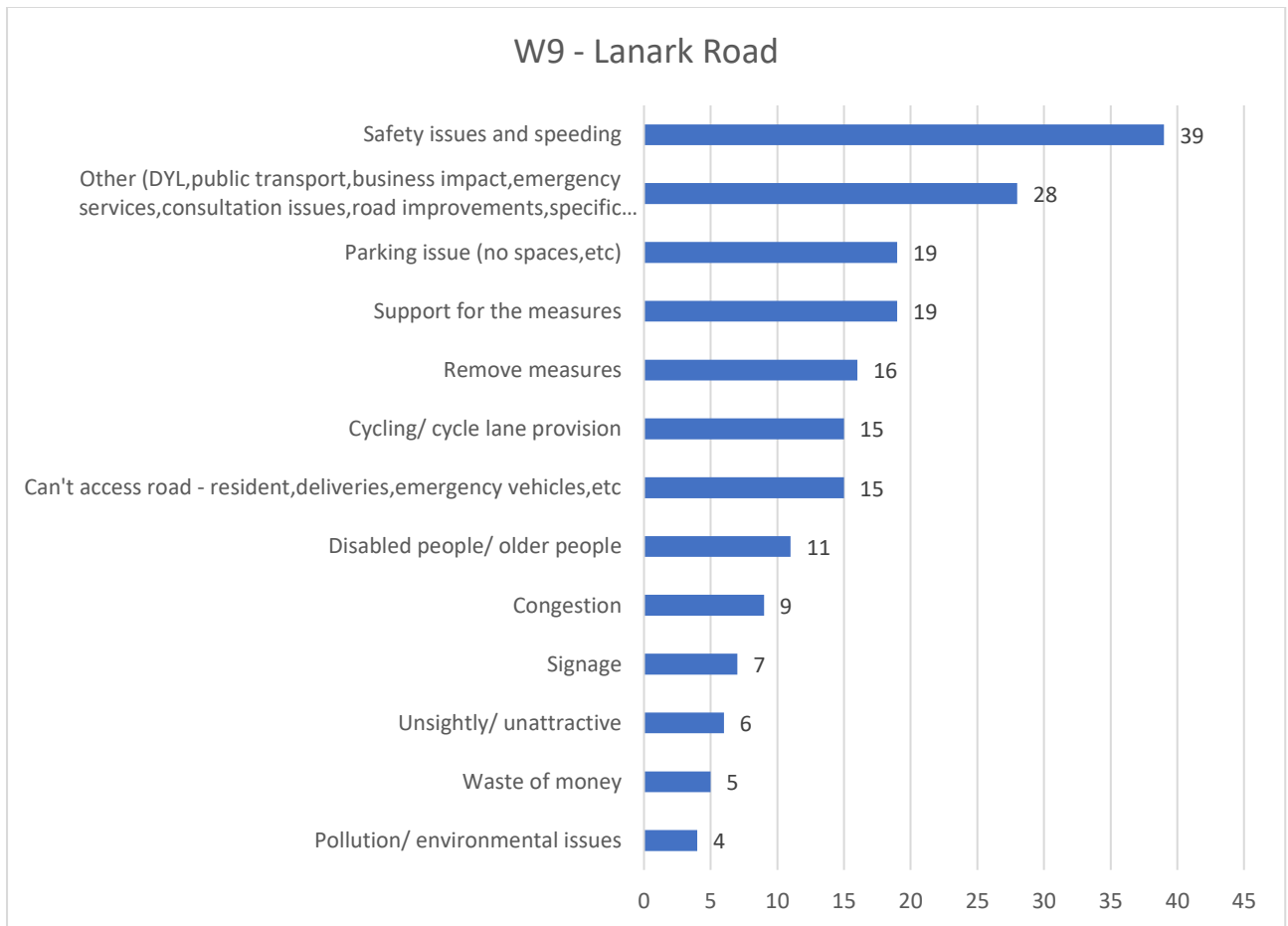
- The highest number of comments for this scheme was cycling and cycle lane facilities with 61 comments.
- The next most commented on issue was safety which received 60 comments.
- The third highest number of comments was 44 which were requesting the removal of all of the Travelling Safely measures in this location.
- 25 comments were received in support of the measures at this location.

W5-Drumrae North:



- Cycling and cycle lane facilities received the largest number of comments for this scheme with 20 comments.
- Second highest was 17 comments received for other comments which includes road improvements, impact on businesses and suggestions outside the scope of the project.
- 16 comments were received for both congestion concerns and safety issues.
- Six comments were received in support of the measures at this scheme location.

W9- Lanark Road:



- Safety issues received the highest number of comments for this scheme with 39 comments. This was followed by 35 comments related to cycling and cycle lane facilities.
- 28 comments were received for other comments which includes road improvements, impact on businesses and suggestions outside the scope of the project.
- 19 comments were received in support of this scheme's measures.

5. Conclusion

The analysis was broken down into the specific ETRO schemes, with the South area schemes receiving the highest number of responses at 1,156. The analysis showed that the largest number of emails received was for the Braid Road scheme (S9) in the south of the city with 376 responses. The second largest number of emails received was for the Quiet Corridor – Meadows to Greenbank scheme (S6) with 373 responses and the third largest number of emails received were for the Comiston Road scheme (S8) with 234 responses.

The schemes which received the lowest number of responses were the South St David Street scheme (City Centre), Arboretum Place (North) and the Comely Bank Roundabout (North) which all received three responses in total.

Detailed analysis: 17 ETRO schemes

17 specific schemes in the five areas were analysed in more detail to assess the highest number of objection comments received.

The outcome of the scheme analysis showed that three of the South schemes, S6, S8 and S9 received the most comments. S9 (Braid Road) received 219 comments, followed by S6 (Quiet Corridor – Meadows to Greenbank) with 152 comments and then S8 (Comiston Road) with 135 comments.

The fourth highest number of comments received was for the W3 (Silverknowes Road North/South) scheme which received 109.

6. APPENDIX A – COPIES OF THE TRAVELLING SAFELY WEB PAGES

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Travelling Safely ETRO Public Engagement

During the Covid-19 pandemic the City of Edinburgh Council (The Council) introduced temporary measures and active travel schemes to improve safety for pedestrians and cyclists, supporting physical distancing so that people could safely walk, wheel, or cycle around the city (known as Spaces for People).

The Council would like to retain and trial most of the temporary measures, for a further 18 months. This will allow us to test them out over a defined period when traffic has returned to 'normal' or new levels. We will get a better insight into how they are working, as active travel schemes, and inform us if we need to make any changes should they be considered for permanent schemes. Any permanent proposals would go through the formal Traffic Regulation Order (TRO) approval process.

It is hoped the plans we are taking forward will:

- encourage more people to switch to sustainable ways to travel
- make it more pleasant, easier and safer for people to explore their local area
- support City Centre businesses by providing more space for people
- improve road safety
- improve our health and well being
- reduce carbon dioxide emissions, to help the city achieve its [net zero carbon aims by 2030](#)

The sustainable transport hierarchy

Existing School schemes are currently being considered under the citywide School Travel Plan Review and have been removed from the Travelling Safely Programme.

There are also Frequently Asked Questions (FAQs) here for more information on the Experimental Traffic Regulation Order (ETRO) proposals. If you wish to know more about the Council's Travelling Safely project visit the project page [here](#).

There are also Frequently Asked Questions (FAQs) here for more information on the Experimental Traffic Regulation Order (ETRO) proposals. If you wish to know more about the Council's Travelling Safely project visit the project page [here](#).

Schemes Considered for an 18 Month Trial:

City Centre:

- The Mound
- Victoria Street
- Waverley Bridge*
- Cockburn Street*

(* under review)

Local shopping streets:

- Broughton Street: lane pavement widening at the roundabout and uphill cycle lane to Picardy Place

Segregated cycleways or pedestrian/cycling routes:

- A1 (Including London Road)
- Buccleuch Street / Causewayside
- Braid Road pedestrian crossing, junction and modal filter
- Broughton Street
- Comiston Road
- Craigmillar Park, Mayfield Gardens and Minto Street
- Crewe Road South
- Drumbrae North
- Duddingston Road
- Duddingston Road West
- Ferry Road
- Fountainbridge / Dundee Street
- Gilmerton Road
- Lanark Road, Inglo Green Road, Longstone Road and Murrayburn Road
- Ladywell Road
- Mayfield Road
- Meadowplace Road
- Meadows to Greenbank: quiet connection
- Old Dalkeith Road
- Orchard Bree roundabout
- Pennywell Road, Muirhouse Parkway and Silverknowes Parkway
- Queensferry Road
- Slateford Road
- Teviot Place / Potterow

Spaces for Exercise and access to parks and green space:

- Arboretum Place
- Cammo Walk*
- Kings Place
- Silverknowes Road (north section)
- Silverknowes Road (south section)
- Stanley Street / Hope Street
- Seethfield Street
- West Shore Road

(* subject to other local considerations)

Details relating to the proposed ETRO documents and schedules can be found on the [Council Website](#).

This engagement has closed. Thank you for submitting your comments. A report will be presented to the CEC Transport and Environment Committee in August showing the comments that have been received to this consultation.

Travelling Safely ETRO Public Engagement Edit project



City Centre ETRO 21-26

The plans for each of the proposed City Centre schemes are available for viewing below:

CC1 Princes Street Proposed ETRO Plan



[Read more](#)

About
[Share](#)

Travelling Safely ETRO Public Engagement Edit project



North ETRO 21-27

The plans for each of the proposed north of the city centre schemes are available for viewing below:

N1 West Shore Road Proposed ETRO Plan



[Read more](#)

About
[Share](#)

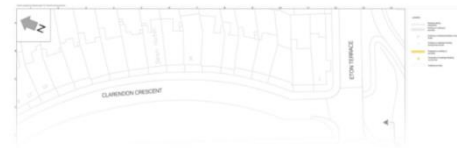
Travelling Safely ETRO Public Engagement Edit project



West ETRO 21-30

The plans for each of the proposed west of the city centre schemes are available for viewing below:

W1 A90 Queensferry Proposed ETRO Plan



[Read more](#)

About
[Share](#)

Travelling Safely ETRO Public Engagement Edit project



South ETRO 21-29

The plans for each of the proposed south of the city centre schemes are available for viewing below:

S1 Buccleuch Street and Teviot Place Proposed ETRO Plan



[Read more](#)

About
[Share](#)

🔍 Travelling Safely ETRO Public Engagement

✎ Edit project

EDINBURGH
THE CITY OF EDINBURGH COUNCIL



East ETRO 21-28

The plans for each of the proposed east of the city centre schemes are available for viewing below:

E1 Seafield Street Proposed ETRO Plan



[Read more](#)

About

🔗 [Share](#)



7. Appendix B – EXAMPLES of OBJECTION/SUPPORT comments

Objection responses:

I would like to formally register my objection to the ongoing cull of traffic within Edinburgh. Edinburgh is a fully working city and not all business can be carried out on bikes, public transport, or taxis. For years, CEC's traffic management plans have actually caused congestion issues. Narrowing roads so much that when a driver wants to turn right into a road, it holds up everyone behind them. Closing roads or making one way where there's no close alternative route. Tram works taking so much longer, I am reliably informed various sections of the current works are having to be fixed numerous times already! Is there any monitoring of the quality of the works and checks or fines to the company undertaking the works for shoddy workmanship or is it just another cash cow for the contractors like so many projects? Closing roads to make garden areas in totally impractical places. As I said, this is a working city and as a dog walker, I need a van to transport dogs from their home to walk locations and back. There is an animal welfare issue here as it takes so long to move around this city, holding me up, often 40 minutes trying to cross Leith walk as roads close overnight, without warning, it's impossible to preplan routes. And to hear that road closures are to fix a newly laid line, more than once, is incredibly frustrating. Please take stock and properly evaluate what you are doing. This was once a beautiful harmonious city.

I would like to see the so-called "Spaces for People" areas removed in Silverknowes. Firstly, the quiet route on Silverknowes Road, Court and Place is unnecessary and dangerous. As a cyclist, I can see no benefit in having to cross the busy road to cycle down Silverknowes Road, effectively on the wrong side of the road, sharing the space with bikes coming up the road then doing a loop round the back of the shops, coming out on the Parkway, when I could simply ride straight down the hill on the newly resurfaced Silverknowes Road. I live in Silverknowes Crescent and have witnessed a number of near misses with cyclists coming straight out the bottom of the cycle path across the Crescent without stopping or checking for traffic. This is an accident waiting to happen. As a pedestrian and driver, it is now quite dangerous trying to get out of the end of the Crescent onto the Road, as the bollards on the cycle path obscure any traffic coming down the hill. Again, this is an accident waiting to happen. I also feel for the people who live on Silverknowes Road who can no longer park outside their own homes. Secondly, I am deeply upset by the closure of Silverknowes Road North down to the promenade. It is a wide road with good pavements for pedestrians. If cyclists really need a safe space, then a painted cycle lane would suffice. As it is, almost every cyclist ignores the dedicated cycle lane and instead, cycles down the bus lane. As a local resident, I feel very sad that I can no longer jump in the car and be at the beach within the 3 minutes it used to take. If I have a very young guide dog puppy or my now ageing pet dogs, they can't manage the walk to the prom and enjoy time on the beach, as it is too much for them. Likewise, I imagine the elderly, disabled or parents with young families are also discriminated against if they are unable to walk or cycle. These measures appear to be in place for the fit and able-bodied in the community and surely not in line with council policies. Thirdly, on Silverknowes Parkway, again, local residents can no longer park or have visitors parking outside their homes. Emergency vehicles can't get past if they need to and the cycle lanes are difficult to keep clean and clear of debris. There is a wide pavement which could have a cycle lane on it, as there is beside the golf course, which would be safer for cyclists, though possibly not for pedestrians. Finally, could I suggest that, for everyone's safety, the council could bring in mandatory cycle proficiency tests for all cyclists before they are allowed on a road and some sort of licence plate allowing identification of the small number of terrible, rude and dangerous cyclists that give the rest of us a bad name.

I understand from the secretary of our local association in Davison's Mains that you are consulting on the "temporary" cycle / walkways which were installed during the last 2 years. Can I just first of all say that it appears very underhand of the council not to make this consultation widely known. In fact, it is so well hidden on your web site I could not see any reference to it at all. The secretary of our local association must have found out about it somehow and discovered this email address to be used to send comments to you by the end of today I believe? That is hardly in the spirit of open and public consultation, is it? I should point out that I am not biased in any way whatsoever as I am a car user, a cyclist and a pedestrian. I am very much in favour of safe cycle ways on the approaches to and from schools, especially primary schools where we need to ensure the safety of younger children. But it is this blanket approach that the council seems to take with these things, very much like the 20 mph speed limits that were introduced not that long ago. By all means keep the safe cycle routes close to schools but I would suggest you need to look very closely at those elsewhere. One example is the one along Silverknowes Road by the golf course. This road was always very quiet and

very wide, so enough room for all who wanted to use it without wasting any time or money on installing ugly bollards and closing it completely to traffic. There are other examples where the cycle ways cause hold ups for traffic as the roads have effectively been reduced to one lane now. Along some sections of Queensferry Road and Buckstone Terrace for example, if a car wants to turn right, it has to wait of course for a gap in the traffic approaching from the opposite direction before it can safely do so. This is normal of course but now there is only one lane (as the width of the carriageway has been effectively reduced by the bollards), the traffic behind the car wanting to turn right has to wait behind it as there is now no longer any space to drive around it on its left side. This causes quite a hold up sometimes especially at busy times.

What is wrong with merely painting white lines on the road to mark cycle ways ? I appreciate those would not be as safe as bollards, but it would mean that there is still space for all.

Finally these bollards are extremely ugly and add to the street clutter. Edinburgh has (had?) World Heritage Status. These bollards detract from that.

We have only one escape route since Newbattle Terrace has been closed. We suggest that while this closure remains, and we are informed it is to be several months, that the blockages in Whitehouse Loan and Canaan Lane be removed. We are both over 90 and reliant on the car for shopping etc. A trip to Waitrose, which is only a few hundred yards away, involves a drive of more than a mile. Taxi drivers and delivery vans are unable to find us in the maze of road closures. We feel very cut off from the rest of the world.

These closures create bottle necks in the remaining roads - Morningside and Comiston roads are striking examples and greatly inconvenience the occupants of the neighbourhood. We are unaware of any improvements resulting from the road closures and would like to see all of them removed.

I am again writing to you regards the unfortunate fact that the "Temporary for 18 months" Spaces For People impositions are still in situ on Pentland Terrace / Comiston Road more than two years later, & you don't appear to be doing anything publicly to get these impositions removed. My now 92yo Mother & our family still have no vehicular access to her property, as bollards & double-yellow lines physically prevent any such access, &, as I previously advised, we don't have a private driveway. I understand that there is yet another "Consultation" on these unwanted impositions, which is supposed to be "open & transparent" as promised by new Transport Convenor, Dr. Scott Arthur, with a close date for objections of 03 July 2022. However, to date we have not had anything from you, Dr Arthur in his capacity as Transport Convenor, or The Council through our door about this "Consultation" - & while I've seen you on television trying to justify why you want Entertainment Venues closed down (a policy we don't recall being in your Labour Party Manifesto), I've not seen or heard you advocating for the removal of the SfP measures, which we believe the majority of your negatively affected constituents would welcome. As you surely must agree, the "create additional space to help prevent Covid spread" argument that was routinely gushed out by previous Transport Convenor Lesley Maciness (SNP) was inapplicable scientific nonsense to those of us who lived opposite the huge existing "space" of The Braidburn Valley, or on Lanark Road, yet she kept repeating this implausible mantra on TV & in newspaper articles.

As our local Councillor, can you please answer the following questions:

Please advise just how "open & transparent" this latest "Consultation" is, & how does my Mother, who does not have internet access, participate before the closing date?

Please advise what are you doing to ensure that these "Temporary" impositions are removed & our kerbside parking is reinstated? As our Councillor, can you please record our objection to any extension of these SfP / Active Travel Measures, & note that we want our kerbside parking restored - as we were all originally promised by the Council? I have copied Dr Scott Arthur in to my email, & any comments in his capacity as Transport Convenor, or as a neighbour who lives up the road from my Mother, he wishes to make regards the open transparency of this latest "Consultation" would be welcome. I'll also be writing separately to our local elected officials Ian Murray MP & Daniel Johnson MSP on this matter to again notify them of our objections to any extension of SfP/Active Travel impositions, & to request that they advocate for their complete removal on the uphill stretch of Pentland Terrace with the reinstatement of our kerbside parking - as originally promised by The Council when they said these measures were only "temporary for 18 months". yet over two years later they are still in situ. As you must be aware, there are still no hordes of uphill cyclists taking advantage of their "additional space". In fact, most times when I visit my Mother, the uphill Cycle Lane is empty. People don't like being repeatedly lied to, & we feel our Council has lied to us regards these SfP impositions being only temporary, that the Covid argument, together with the use of Emergency Legislation, was just an excuse to implement a road narrowing & road closure policy without any genuine open consultation with Council Tax paying residents who are negatively affected by the loss of several miles of kerbside parking. As you must also be aware, these unwanted impositions also severely impact on Carer, Delivery, Service Drivers & Blue Badge drivers who require to park near where they need to be.

I am writing to raise my concerns about the South ETRO/21/29 S9 Braid Road
I and other residents in Buckstone, Braid and Comiston areas previously participated in a Council 'consultation' where the residents voted overwhelmingly – 74% to re-open Braid Road permanently. This result was completely ignored by CEC, why should residents believe we will be listened to on this occasion? Another consultation is not required, take the responses to the previous consultation, and deploy it as requested by residents. By all means retain the double yellow lines, which in the previous 'consultation' many of the residents said would alleviate any concerns that CEC had.

Initially the Traffic authorities made decisions on temporary traffic regulation orders to address Covid 19 restrictions for up to 18 months. In Buckstone and the Braid Road area there are a number of road signs notices stating road closed due to Covid 19 measures. However, despite the Scottish Government removing compulsory restrictions in relation to Covid 19 why are so many Spaces for People schemes still in place? How can CEC justify this and what is the legal basis under which these schemes are in place currently?

As I'm retired, I regularly walk this road into Morningside, during the week I very rarely see cyclists using Braid Road due to the steepness and camber. During the winter months snow & ice build in the cycle lanes making them unusable. The few who choose to cycle opt instead for Comiston Road or Braidburn Park.

I have also witnessed large tour coaches having to carry out a 3 point turn outside the Braid Hills Hotel, dangerous on this narrow road. This hazard will only increase as more tourists arrive.

The dreadful modal layout and indistinct/unclear road markings where the mini roundabout was causes confusion for all, this has the potential for causing/resulting in a dreadful accident for:

- · Blind/partially sighted pedestrians
- · Elderly pedestrians, trip hazard
- · Drivers and cyclists

Furthermore the prevention of allowing drivers to access safe access/egress via Braid Avenue is also a road hazard. During peak times the tailback of traffic on Braid Hills Road for drivers wishing to join Comiston Road (right turn with no traffic lights) is dangerous for all road users.

Also, idling traffic due to increased congestion caused by the one way system on Braid Road has resulted in slow moving/idling vehicles increasing the pollution in the area, particularly concerning for parents whose children attend South Morningside Primary School. The extension of an ETRO would result in causing more congestion and pollution instead of reducing it.

I do not support the South ETRO21/29 S9.

I would like to raise an objection to the proposed closure of Cammo Road from the North car park Cammo estate to the Lennie Gate.

This closure will be of significant impact to my business as I drive this road 3 times a day 5/7 days a week. I have clients who live on Turnhouse Road at the golf club. I am a dog Walker and I use the north car park at Cammo Estate to park in then walk the estate. If this road closure goes ahead I and many other users have no access to Cammo other than going back out along Turnhouse Road, Maybury Road, Cammo Gardens, Cammo Road and then back again. As a small business this is not visible. Firstly, due to the rising fuel prices and more importantly the constant traffic jams at Maybury Casino junction which will only become worse, would mean dogs in transit for longer than necessary, this is something I try to avoid.

As I'm sure you will be aware that closing the road will only give one way in and out which is along Turnhouse Road. The Turnhouse Road has been a building site for near on 2 years now and with no real end in sight. Along with this there are at the moment 24 sets of temp traffic lights on this stretch of road which is less than a mile long. After waiting in these temp lights, you then have the inadequate set of lights at the Maybury Casino, which on a number of occasions has had workmen stopping traffic to allow exiting traffic from Turnhouse road out of the junction, as the lights fail to change when any large lorry blocks the sensors. Only last week the traffic was at a standstill with 6 changes of lights and not once did the exit signal from Turnhouse road changeworkman to the rescue as traffic police. The other exit from this area is along what was the old Craig's road leading to Maybury road. This road has been closed now for 18th months and again no sign when this will reopen.

I can honestly say after using the roads in the Turnhouse , Cammo area for many years for business and pleasure. I have seen a slight increase in other vehicles using the Cammo road over the past year. I can only put this down to the fact that the lengthy delays and constant roadworks on Turnhouse Road has made people seek a different route to work and pleasure (i.e. airport /FedEx / golf club / homes).

I'm not sure if a full study of this area has been done and a look at the businesses and residents that use the area and are affected by these decisions, but I can tell you from my prospective I will have to seriously consider if I can continue working in this area. This will impact me and my client significantly.

I understand that this closure is again for walking and cycling. Cycling on this road is something I have done many times but again not widely used as Road is narrow and was built back in the day for vehicles. As for walking , this is not a safe road to walk on mostly because there is no pavement, and it is a road. I also do not understand how this closure will make it any safer when you still have a long stretch with no pavement.

Can I also point out that there are places either side of this road that have lovely walks where people can enjoy the country side that is on our door step. We have the path along the river Almond which brings you out along the Cammo Road. Alternatively, the Cammo estate is a beautiful walk which can lead you right round to the Old Craig's Road / Maybury Road junction. Surely these are the places we should be investing in and encouraging people to use. Why does this always seem to have to come down to the motor vehicle being punished. I am a small business that has no option but to drive. Once again, I cannot stress enough how this proposal will have a massive impact on my business.

I would like to lodge my objection to an extension of the temporary measures across the city.

As the carer of an elderly parent, these measures have considerably affected my ability to allow my mother to use services within the city. These measures favour the able bodied. Not all people with restricted mobility can use wheelchairs/adapted bikes etc. I need to be able to park close to places in order to assist my mother and be able to get her home quickly if she is unwell.

The layout on your website re the consultation/temporary measures is not at all user friendly and it is nigh on impossible to get a concise overview making it very difficult to comment on each and every measure.

I appreciate the need to reduce carbon emissions and reduce individual car use within the city, but these measures are hugely discriminatory against the infirm and those with special needs.

PLEASE do NOT continue with these ill thought out, haphazard, inconsistent measures

Re your proposal to extend scheme for another 18 months it fills me with horror. As a disabled person I cannot get to where I need to go in either a car or taxi I cannot walk very far. It makes me laugh you have someone with a stick and in a wheelchair lumped with walkers. Just how far do you think most disabled people can walk? Personally, I can't walk a few yards. I know it's not all about me but think I'm representative of severely disabled.

Re Silverknowes I've yet to see a cyclist use the cycle lane. They still use main rd.

I used to live there and am in the area at least 3 times a week. I can only get there by car.

I write to object to the proposal to permanently close off West Shore Road. I have lived in Edinburgh for over forty years and have brought up my children in the North West of the city, and now have grandchildren who live locally. We have always used this area for childhood outings and dog walks, and the closure of the road has made the local coastal areas much less accessible. My husband also now has mobility issues, and the closure of the road makes the area inaccessible to disabled people which is very sad. I hope you will reconsider the plan to keep West Shore Road closed off so that the area can be once again accessible to everyone.

Supportive responses:

I am writing to support the retention of the Blackford Greenbank Quiet Route scheme. I have walked parts of the route many times in the past several years and find the recent absence of through traffic has made the walk much more pleasant.

Through traffic using Braidburn Terrace has always made for congestion and its intersection with Hermitage Drive and Braid Rd was the scene of many near misses for cars as well as making it dangerous for cyclists and pedestrians. Keeping the quiet route would make it much safer for road users generally and the residents of Braidburn Terrace would be less exposed to car emissions.

The closure of the small section of road by James Gillespie's Primary School has meant that children using the Links for sports and play can cross more safely and the school is using the area of road very creatively. I cross to the Links several times a week and it is good to see how the space round the school has been opened up for the extended school community.

I hope that the current scheme can be retained in the meantime to allow time for further consultation.

Generally, I am in favour of these projects to give more designated safe space for Cyclists etc.

Two comments about current arrangements:

- when turning into a road with a cycle lane with the current black bollards it would improve car drivers judgement of the turn if the first bollard, they meet were a more distinctive colour
- cycle lane use should be measured/surveyed from time to time to assess usefulness, as well as the impact on vehicular traffic e.g., traffic volumes per hour

I am all for travelling safely on Edinburgh roads and as a keen cyclist I am keen to see that cyclists (and others) are as safe as possible on our roads. I am in favour of the closure of Whitehouse Loan outside of James Gillespie's Primary School where vehicular traffic can easily take a slightly longer route round the High School, thus allowing children more safely to enter and exit the Primary School as well as the many parents who seem to need to stand around. However, I feel that the closure of Whitehouse Loan close to the junction with Strathearn Road and Strathearn Place causes more problems than it solves.

Whitehouse Loan between the gates of the Astley Ainslie and the above mentioned junction is a very wide road which could easily accommodate a dedicated cycle lane. For the sake of approx.30 minutes in the morning and the afternoon the whole road is closed to vehicular traffic which then goes along Clinton Road which is not suitable for the volume of traffic now using it and is causing anguish to the residents of the same road.

We are residents of Haile Crescent, and as cyclists and drivers routinely use Lanark Road. Specifically, our daughter Rose cycles from School using the Lanark Road cycle lanes, and I use them for commuting and local trips. We also drive on Lanark Road.

We strongly support the proposed retention and extension of the Lanark Road Traffic Regulation, as proposed in your plans: <http://www.spokes.org.uk/wp-content/uploads/2022/06/Lanark-Rd-ETRO-PCL.pdf>

The cycle lanes should continue to be maintained. These provide cyclists with safer passage along Duddingston Road than prevailed prior to their installation. These are used by school children, commuters, and leisure cyclists.

Some suggested improvements:

Install more bollards to prevent parking in the cycle lanes and cars driving in the cycle lane to avoid speed bumps.

Extend the cycle lanes down through Southfield Place and Brighton Place.

I am a Silverknowes resident (gardens) and I am very much in favour of retaining the spaces for people measures. Especially the cycle route to the promenade which has made that road much more enjoyable for both walkers and cyclists. There is no need to re-open to cars, it will bring no benefit by doing so. Cars can still go the other route, so are not impacted. I now see children riding bikes down there which never did before because of how much safer it is. Please do not remove them.

I understand that the above returning to 'pre Covid' is up for review and there is a possibility of a further 18 month extension to this traffic system and that of the surrounding roads. Personally, I have found walking around the area of the road closures very pleasant and if the system hasn't impacted greatly on the Hermitage Cafe, I'm up for things staying as they are - also bearing in mind the money spent installing the cones and painting the roads would be absolutely wasted (I understand that the cost of this was huge). Drivers wanting to avoid traffic jams on the main Morningside Road are ignoring the 'access only' signage opposite Braidburn park so maybe this particular access point could be reinforced as 'local access only' or the end of the road by the little mini roundabout be re-blocked.

I'm working to support the Lanark Road ETRO, using it several times a week to cycle to work (near Haymarket), visit supermarkets (Slateford and Longstone) and visit friends in town from our house in Currie. I have children, and often cycle with them with my 5 year old on pedals and 2 year old in bike seat, or all of us in our electric cargo bike. This offers a more direct route than the canal or water of Leith (which you can't cycle all of with a cargo bike and I don't like the aqueduct, especially with a cargo bike!) It definitely has room for improvement (I used to live in Cambridge-look at what Camcycle campaigns for ideas of how to improve.). As a woman cycling alone or with young children, I would not contemplate cycling the alternative canal or water of Leith routes in the dark but would do this one as it's street-lit. I am happy to discuss further if you need forget input into the consultation.

I am generally in favour of all these schemes. I think spaces for people has been very helpful in improving walking and cycling in Edinburgh and would like to see the schemes made permanent. I am an experience cyclist (about 30 years of cycle commuting) but still benefit from the protection on my commuting and shopping trips. Today I took my kids (12 and 7) cycling from Fairmilehead to Portobello, and we were very grateful for the segregation (where it existed).

The temporary order should be retained/extended. The south bound cycle lane provides cyclists with safer passage on Duddingston Road West. Allocating road space to cyclists encourages more people to travel by bicycle. This will reduce congestion and pollution. Some points for improvement are:
Install a cycle lane on the north bound carriageway from Willowbrae Road to Peffermill Road/Niddrie Mains Road.

Extend the south bound cycle way to Niddrie Mains Road.

Install more bollards at Old Church Lane junction.

8. Appendix C – Blanket objection/support responses

Objection responses: red

Supportive comments: green

I object to it all, so please use all reference numbers with this e mail. You, the council obviously have no idea on the impact these measures make. The spaces for people are obviously not for people and is a trial that is well past the trial period. You keep putting things in place without any regard for people who need to use vehicles as their lively hood. We have yet to figure out that solution, yet you act like we have. With the endless closing of streets and continuous road works everywhere, I can easily say that the council is against clean air and has done nothing but add to pollution and rubbish in the city. Again I object, your alternatives don't exist for people who need vehicles to get into town. Especially as the bus services is below average and the tram is a complete rip off.

The scheme was not properly thought out, managed poorly and in cases caused injury to innocent people. The only thing that the scheme has done has caused confusion, frustration, increased pollution and wasted public funds.

Those responsible for implementing such an inept system should be removed from post.

Please remove all temporary measures with immediate effect.

All the road modifications made in response to covid-19 can now be removed. All they've done is cause congestion - including on pavements.

Bollards are in wrong places, and cyclists do not use the space given to them. They prefer to use pavements.

it's clearly a policy by the previous council office bearers to push private cars out of the city which in turn, is damaging the local business in Bruntsfield, Morningside and George Street because can't get parked. And when they find a parking space, the charge is astronomical. Bus isn't always and option.

Covid is again on the rise and people are no longer wearing masks. Health is paramount and taking your car is the safest option.

Please remove all modification in an effort to free up the flow of traffic. It would also help if buses and trams had clearly distinct routes. Having both forms of transport in the city centre is simply causing congestion.

If you'd like to hear more about why I believe the transport policy needs to be thought out again, please get in touch.

Again, I object, your alternatives don't exist for people who need vehicles to get into town. Especially as the bus services is below average and the tram is a complete rip off.

I strongly oppose all of the orders to keep the spaces for people. They are dangerous, short sighted and yet another misplaced notion to "improve" the lives of Edinburgh residents.

It is also disgusting how difficult you have made the process to oppose this, which is yet another poorly thought through bureaucratic process to ignore the will of the population and push through these schemes that are inherently dangerous and do not make the streets of Edinburgh safer.

Discrimination against disabilities is illegal, and these schemes have badly affected the lives of residents being able to travel the city.

Your actions are shameful, corrupt, and short-sighted.

You have made living in the capital of Scotland unbearable.

I am writing to submit a general objection the extension of the ETRO without individual consultations. In my opinion, many of the schemes have been counterproductive and the process used has been overbearing and does not reflect the views of the local residents.

Although the aims are commendable, I have not met a single person who is supportive of the implementation, and it seems the previous consultation has been a sham.

I am fully against all the works done in and around Edinburgh.
The result is a shambolic approach to the free movement of people and traffic around Edinburgh with no thought to the views of numerous members of the public.
Consultation should mean that plans are adapted, improved or scrapped if there is public views against these measures but that does not seem to be the case.
Please let me know how my views can be considered and officially noted. I object to all proposals particularly those in Edinburgh West.

I am writing in relation to all the following traffic orders.

ETRO/21/26
ETRO/21/27
ETRO/21/28
ETRO/21/29
ETRO/21/30
ETRO/21/21
ETRO/22/13

I wish for it to be clearly known that I object to the continuation of all of these measures in and around the city of Edinburgh. These over-restrictive measures are counterproductive and are not improving road safety or the environment. By imposing these measures on the city, you are exacerbating the problem and needlessly making residents lives more difficult. Residents do not support these measure and the "feedback process" has barely been promoted and appears to be deliberately difficult to understand or contribute to. These measures should be removed, and council funds spent on running essential services.

I refer to your proposals. While some of them may be sensible, or at least not dangerous, most of them are anything but.

In the first place this form of 'consultation' is wrong. There should be an online form with specific questions. To list 38(sic) schemes and expect me to give comments with

- the order number
- your email address
- your full name and postal address.

for each one is clearly designed to inhabit and frustrate comments. Then, having made commenting nearly impossible, you can 'claim' that there has been a consultation and there was no major opposition. So much for democracy!

I wish to object to ANY extension of these plans. There are so many reasons why they are bad and should be reversed but here are just a few

1. They make cycling less safe as the 'protected' lanes are full of rubbish and potholes and, sometimes, parked vehicles. They also start and stop at random forcing cyclists to 'emerge' into traffic.
2. Your upside down pyramid is inconsistent with the revised Highway Code and so is, presumably, or at least should be, illegal.
3. By narrowing roads, they will increase congestion and pollution in direct opposition to your proposed 'hopes'.
4. By narrowing roads, they impede access by emergency vehicles thereby increasing the risk of death.

Yours in disappointment but not surprise. Covid 19 was a major disaster, and this just makes it worse.

My view this is nonsense stop all this Covid stuff let's move on

West ETRO 21-30

East ETRO 21-28

South ETRO 21-29

North ETRO 21-27

City Centre ETRO 2-26I am voting to remove all temporary measures put in place in all ETRO zones.

Reasons why (in response to the proposed benefits):

- encourage more people to switch to sustainable ways to travel. The cycle lanes are ill thought out and frankly dangerous. They are patch work jobs which have been poorly designed and would not encourage me to cycle any more than if they were not there. In fact, I would feel less safe cycling now being trapped between a curb and pillars and would rather cycle on a standard cycle lane, like pre covid.
- make it more pleasant, easier, and safer for people to explore their local area. The temporary measures are ugly, poorly designed and have ruined the city. They do the opposite of 'make it more pleasant' and this has been voiced by all (including supporters.) They definitely do not make it easier by now having to navigate pillars and blocks on the road, which also then make it more dangerous rather than safer. There have been multiple reports of people being injured on the new measures and exiting a vehicle between a road and a cycle lane definitely does not improve safety.
- support City Centre businesses by providing more space for people. Again, these measures have done the exact opposite of what you are suggesting is a benefit. They have done more to damage city centre businesses rather than support them by reducing the ability to take deliveries, accept drop offs from taxis and now causing a hazard by forcing people to exit onto a road now between cars and bikes rather than at a pavement. The increased space on the pavement is no longer required/a concern and these measures do not help businesses.
- improve road safety Once more they have done the opposite again. These measures have reduced road safety. Longstone Road and Lanark Road are perfect examples of this. Both of these roads were large roads which easily allowed shared access between cars and cycles. However, they both now have floating parking spaces which leaves cars in the middle of the road, forcing passengers to exit either onto the road or into the cycle lane. They are also now chicanes forcing traffic to weave in and out which is greatly more dangerous than driving in a straight line. There have been multiple crashes of vehicles hitting cars in the floating bays at night as they are difficult to see. The cycle lanes start and stop which make them hard to navigate and incredibly dangerous, for example on Lothian Road the cycle lane just stops after the floating bays and is forced to merge with the main road, without any priority or warning.

Please remove all these temporary measures. They don't help anyone, that I can see. Some of them are in totally pointless positions.

If you want to reduce congestion and pollution, let the traffic flow. In that way, the traffic leaves sooner.

I use both buses and a car, the latter infrequently. I agree with bus lanes at peak times, but not 24/7. As I've said for decades, if you want to know the best way to manage traffic, ask taxi-drivers! They're the people who go everywhere and therefore the obvious people to consult. No, I have no interest in any taxi or taxi company.

I'm sorry to say this, but between these pointless "temporary" measures, the 20mph zones in inappropriate streets (in some parts I agree with them) and the fiasco of the trams, it has become embarrassing to be an Edinburgh resident.

I read with dismay that you are considering keeping some of the 'temporary' traffic measures that were introduced under the banner of being necessitated by the Covid pandemic.

I am objecting to ALL of the schemes. I believe that the order numbers are ETRO/21/26, ETRO/21/27, ETRO/21/28, ETRO/21/29, ETRO/21/30. Perhaps you could advise me if I have missed any.

The designs were hastily prepared and flawed, there was no coherent design principle, they will be expensive to maintain (accident damage and cleaning) at a time when the Council's budget is under severe pressure and they are visually appalling.

An example of the poor design is that the one place where lane defenders could have been of benefit, nothing was installed. I am referring to the approach from Portobello High Street to the traffic signals at Kings Road - the cycle lane could have been segregated by lane defenders, thus stopping the cycle lane from being used as a third traffic lane.

You just have to look at the places where the lane defenders have been removed (e.g. George IV Bridge, Portobello High Street) to realise what an improvement the removal is, and what a blight on our streets these measures are.

I trust that the format of this response will be acceptable to you. If it is not, please inform me.

I object to ALL of the proposals listed in the consultation document. The paper should be entitled 'Restrictions for the Majority'. Get rid.

I do not give permission for my personal information to be shared in public in any manner whatsoever. I would also like it to be restricted as far as possible within the Council and it's agents. It should operate on a need to know basis and I would ask why council departments need to know such personal details? I am happy for the following comments to be shared publicly on an anonymous basis:

I object to your proposals for traffic orders: TRO/22/08, TRO/22/09, ETRO/21/26 to ETRO projects /21/30, ETRO/21/21 and ETRO/21/13.

As a cyclist, a motorist and someone who has an interest in trying to make sure Edinburgh re-discovers its vibrancy, I am amazed that having received a clear rejection of a congestion zone, the Council is still trying to pursue, through other means, an attempt to decrease mobility across the City.

So far the Council's efforts at improving transportation has single handedly turned prime real estate, e.g. Princes Street, into a tartan tat parade. At no point does the council seem to equate glittery transport projects with actual impact. For example, has the tram actually turned out the way you intended, or has it decimated our city centre and wasted hundreds of millions of pounds?

I do cycle but the quality of road surfaces is a disgrace. That is cycle lanes, pedestrian crossings, and road surfaces for motor vehicles that you do have to encounter. If we hadn't wasted the transport budget on frivolous projects, we may have been able to resurface roads properly.

Having looked through the various TRO's and ETRO's, it looks like more of the same from the Council. Where is the evidence of impact and without it why are you willing to spend taxpayers money so freely? Some of the widest roads in Edinburgh are being closed. Were there deaths or accidents? All this does is push traffic to narrower streets. Why is that a good solution?

I feel the Council has used covid to force through its road policies, but I don't see any logical link between the two.

So as for closing streets and reducing parking, how is that going to help a city with an aging population? Will they all jump on public transport or might that want the ability to park right outside where they want to go and thereby buy the things they need and spend money and create jobs.

Get these plans in the bin it's an absolute disgrace get the roads back open and people like me who does cycle etc everyone has managed for years without this nonsense so let's get back to normal

As a motorist and a pedestrian, I must strongly condemn these measures as unsafe and nothing but a nuisance. They are stopping you from getting less pollution levels due to the lack of road space left, thus causing traffic to back up!

Get rid of them all, please!!

Please completely remove the road furniture from all sites. Temporary means just that.

I am staggered at this so called consultation, not made easy that's for sure!
Can you please sort out the surfaces of pavements and roads so that all can "travel safely!"

- Pavements: Horrendous surfaces and no dropped points for buggies and wheelchairs.
- Roads: Get rid of dangerous plastic bollards for both cyclists and car drivers. Sort all the road surfaces ...getting rid of potholes does not mean just filling them in temporarily!
- ETRO – Edinburgh does not need them.

You need to take account of every demographic using our city's infrastructure. It would appear that your only agenda is to make it extremely difficult for cars to use the roads. Many people rely on a car/ van/ taxi for their job.

I have also heard of cyclists having accidents due to horrendous road surfaces and those plastic bollards!

Travel safety should be a priority and that starts with the surfaces of the roads and pavements. We do not need more roads closed and planters stuck in.

As a lifelong resident of this city I have never seen it in such a sorry state!

I object to all of your ETRO schemes and travel safely suggestions for what it's worth. Please sort surfaces.

All these projects should be removed immediately. They are stupid.

In my opinion, the Spaces For People period should not be extended and the whole lot should be scrapped asap.

I would like to express my support for converting the Spaces For People TTROs into ETROs (specifically ETRO/21/26, ETRO/21/27, ETRO/21/28, ETRO/21/29, ETRO/21/30, ETRO/21/2, and ETRO/22/1). More and better cycling infrastructure is extremely important to both the safety of cyclists in this city and tackling the climate emergency. I hope that, once the ETRO process has run its course, these schemes are made permanent.

Keep all of the schemes and expand on the network of segregated cycle lanes and pedestrian areas. Cut out cars from our city. Be bolder for all our sakes.

I would like to voice my support for these schemes.
They make me feel so much safer whilst cycling.

I write to give you my strong support for any measures that will facilitate the SAFE use of cycles in the City, including in the area covered by the above ETRO, which is local to me. Segregated cycle lanes are particularly important in encouraging safety-conscious residents to take to their bikes, and cycle lanes that are unimpeded by parked cars also have an important role to play.

I'm writing in response to the newly launched consultation re Spaces for people.
I would like to thank you for creating these spaces, all of which have made a positive impact on the quality of my family and I's lives. The reduction in traffic has been noticeable, as has the increased confidence of my two children, wife & I to cycle around the north west of the city.
Please record my comments as a firm vote to retain all of these measures. Indeed, I would heartily support extending cycle paths further across the city.

I fully support all attempts to implement low traffic neighbourhoods/ traffic calming measures in Edinburgh therefore I would like to see all SfP schemes retained for an extended trial as proposed with an aim to enhance them and make them permanent.

I support all schemes which give pedestrians, cyclists, and public transport priority over cars.

I wholeheartedly support these proposals. Hopefully the start of more changes in Edinburgh to help increase active travel and get cars out of our city in such ridiculous numbers.

I am 100% in support of all roll out and developments to give more space and infrastructure to support spaces for people.

In a climate emergency there has to be a modal shift to sustainable and environmentally friendly transport in the city.

So more space and priority to pedestrians, cyclists, and public transport (in that hierarchy order).

As a local resident, I fully support the council's proposal to retain and improve the Spaces for People schemes, through the implementation of ETROs.

The segregated bike lanes and widened pavements have encouraged me to walk and cycle more than I would have otherwise.

I am strongly in favour of all the proposed ETRO schemes.

I wholeheartedly agree with the Travelling Safely project and wish them to be made permanent across Edinburgh. I am therefore supporting the following ETROs in full.

West ETRO 21-30

East ETRO 21-28

South ETRO 21-29

North ETRO 21-27

City Centre ETRO 21-26

This is a quick note that I support the implementation of the proposals in ETRO/21/26 to ETRO/21/30. Whilst there is definitely scope to improve the proposals, this should be possible during the experimental phase in most cases.

The one omission that I want to highlight is the junction of Dundee Street and the West Approach Road. This is a horrendously dangerous junction for cyclists, and I have personally had several near death experiences here. The junction should simply be closed. The Fountainbridge ETRO is the ideal opportunity to test this out, and any restrictions which would be necessary to achieve this should be included in the ETRO.

I would like to register my support for the ETRO's (ETRO 21-26, 21-27, 21-28, 21-29, 21-30) being used to develop the Traveling Safely scheme in Edinburgh. This seems like a sensible approach to allow the merits of the schemes to be assessed and improved as necessary.

Here is some feedback about the spaces for people scheme.

I feel much safer cycling along the road when separated by bollards. A main issue though is cars speeding along 20mph sections. I wonder if widening and then sharing the pavements would be possible in some places as I've seen in cities abroad. That's almost the effect with the displaced parking although passengers can unintentionally exit the car and walk into the bike's path.

Thank you for trying to accommodate a safer way to cycle.

Thanks for invite to comment. I strongly support all you can do to support these aim, especially the last one:

- encourage more people to switch to sustainable ways to travel
- make it more pleasant, easier, and safer for people to explore their local area
- support City Centre businesses by providing more space for people
- improve road safety
- improve our health and well being
- reduce carbon dioxide emissions, to help the city achieve its net zero carbon aims by 2030.

9. Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Award Winning



Certifications



Accreditations



Memberships



info@projectcentre.co.uk • www.marstonholdings.co.uk/projectcentre

London • Slough • Kent • Brighton • Manchester • Edinburgh