

## Spaces for People

### Scheme Review Form

Location	Original justification
Morningside Town Centre	To provide safe space for pedestrians to walk, exercise and access local shops. To provide safe cycling routes and prioritise public transport as an alternative to driving.

### Overall Programme Monitoring Objectives

To protect public health by:

- a) creating safe spaces for walking and cycling that encourage more people to choose active methods of travel as a safe, physically-distanced way to move around the city, preventing a growth in private car use and associated congestion and air pollution
- b) enabling safe physical distancing for everyone during their journeys, daily (government-approved) activities and exercise in the city's streets
- c) mitigating any increased road safety risk as a result of people physical distancing in the city's streets
- d) Supporting adaptation and resilience

### Spaces for exercise objectives:

- a) to improve distancing opportunities and road safety at popular exercise spots.
- b) to provide spacious alternatives to paths and routes that are busy with pedestrians and cyclists
- c) to safely link together off-road walking and cycling routes to provide spaces for exercising that are safe from traffic.

### Travelling safely objectives:

- a) To facilitate the safe movement of people by foot and cycle across the city, providing an alternative form of travel to private car that still allows the public to feel safe from Covid and road safety risks
- b) To provide an effective, physically distanced alternative means of travel around the city to public transport, whilst PT capacity is reduced due to physical distancing requirements.
- c) Continue to protect and prioritise the city's bus and tram service in order that public transport can operate reliably, thereby maintaining a service frequency that can deliver social distancing for passengers.

### Space in the City Centre and town centres objectives:

- a) To enable physical distancing to be practised in the city centre, on local high streets and around neighbourhood shops
- b) To create more public space around shops, cafés and restaurants to support business recovery
- c) To free up space for physical distancing, whilst not subjecting the bus network to significant extra delay

### Project Review:

<b>Do the SFP measures meet the project objectives:</b>	<b>YES</b>	<b>NO</b>
implement safe physical distancing to support cycling and walking travel for exercise and essential journeys;	Y	
reduce infection risk on heavily used routes by providing traffic control measures and alternative routes;	Y	
prioritise the implementation of measures in areas of deprivation where car use or public transport access is limited;		N
prioritise access to local exercise and greenspaces, employment centres, and service hubs(e.g. hospitals & schools)	Y	
Improvement for pedestrians	Y	
Improvement for cyclists	Y	
Improvement for public transport		N
<p>Have additional measures been introduced – if yes provide details:</p> <p><b><u>Previous changes have been made after Design Review Group (DRG) approval from previous reviews, these are detailed in previous review documents.</u></b></p> <p>Further changes were discussed with traders, Local Councillors and Community Councils. The below changes were made 5<sup>th</sup> and 6<sup>th</sup> May 2021</p> <ol style="list-style-type: none"> <li>1. Footway widening at Sainsbury's – Reduce by 2 pay &amp; display parking bays on north side of section.</li> <li>2. Footway widening outside Booze &amp; Vape/ Quick Bite – reduce on north side by approximately 3 metres.</li> <li>3. Footway widening outside Houseproud of Morningside Ltd – reduce on northside by 5m.</li> <li>4. Footway widening outside Chalmers Church (junction with Newbattle Terrace) – review on going to allow more loading/unloading for church.</li> <li>5. Footway widening outside Bravado – remove short section of footway widening.</li> <li>6. Footway widening outside S.Luca – reduce on the south side by approximately 3 metres.</li> </ol>	Y	

Road Safety Audit feedback:
Results of Stage 3 Road Safety Audit discussed in December 2020 review.
Public Feedback / Complaints
<p>Since the April review the below feedback/complaints have been received.</p> <ul style="list-style-type: none"> <li>• 1 complaint regarding loss of parking spaces to allow extended pedestrian areas.</li> </ul>

## Edinburgh Location Analysis Q14

### Business Comments

Remove all. They are a nuisance. Unable to drive to any shop in morningside as all parking removed. [REDACTED]  
[REDACTED] t has stopped me going to morningside to use local shops at all.

Bruntsfield and Morningside are being ruined for shopping. I would not like to be a business owner in these parts. You will lose them all. Whitehouse loan closure is sending traffic flying along Clinton Rd and Hope Terr- both unsuitable little cobbled roads

The city council are obviously determined to try to reduce the volume of private traffic using the city roads. Catering for the limited number of citizens who choose to cycle or walk at the expense of others exercising their free choice of how to travel. The city has an excellent bus service provision and that should be continued and supported. The proposals to introduce these measures are part of a policy to force residents to submit to the small number of vociferous and determined lobbyists. Count the number of closed shops between Morningside Station and the foot of Lothian Road to see where this is leading.

The main arterial routes into the city should be kept as free flowing as possible to enable ease of access and exit to and from the city. The small shops in Morningside, Bruntsfield, Dalkeith Road, Minto Street and Stockbridge should be kept as accessible as possible for every kind of transport and user. Without the small traders more citizens will have to travel to outer rim shopping centres and the city's heart will die.

### Congestion comments

Remove the unnecessary cycle lane on Lanark Road West, it is dangerous having parked cars mid car lane. Remove all the changes in Morningside/Comiston, the car lanes are too narrow and there is a lack of car parking spaces. The measures that are in place are causing slower public transport and congestion and wasting tax payer money.

Closure of Braid Hills Road / Drive adds to current significant travel congestion in Morningside.

In so many areas of Edinburgh: New Town and the city center, the High Street, the Old Town, George IV Bridge, Bruntsfield, Morningside, Greenback Terrace, Dalkeith Road, Little France, The Grange, Leith Walk, etc etc, cars are completely blocked repeatedly because there's such restricted space left for cars, taxis and vans.

Braid Hills Road/Drive is a wide road with a wide pavement (albeit overgrown hedging) with plenty space for cars, cyclists and pedestrians. It's a vital link to ERI and it helps to keep traffic away from Comiston/Greenbank/Morningside.

### Equity

Some of the measures in place in Morningside. Leith etc are confusing as some are for extra pedestrian space and some are cycle ways. again not very clear for visually impaired people

The small shops in Morningside, Bruntsfield, Dalkeith Road, Minto Street and Stockbridge should be kept as accessible as possible for every kind of transport and user.

## Health

I would like Morningside and Bruntsfield to be available for parking near the shops [REDACTED]  
[REDACTED] I  
[REDACTED] I would like to be  
able to park.

## Infrastructure (suggestions)

Remove the unnecessary cycle lane on Lanark Road West, it is dangerous having parked cars mid car lane. Remove all the changes in Morningside/Comiston, the car lanes are too narrow and there is a lack of car parking spaces. The measures that are in place are causing slower public transport and congestion and wasting tax payer money.

I would like greater enforcement of speed limits on residential streets used as cut through ie through Greenbank Morningside Grove and Drive and The Braids. There must be a disincentive to speeders at the moment there is not

Remove the bollards and walking spaces in the bus lanes. They are so stupid because now [REDACTED]  
[REDACTED]. Also it's so unsafe to cycle in morningside as the bollards force cyclists into the traffic. And in addition only about 1 person a week uses the road walking space

At present there is no way to tell if the bollard enclosed areas are for cyclists or pedestrians and they frequently stop and start at seemingly random intervals meaning that neither group have a safe place to exist in the road.  
Furthermore these systems reduce traffic down to one lane which by itself is not a great issue but closes off entire thoroughfares to emergency vehicles that cannot safely stop there without closing off all traffic. Bruntsfield/morningside is a particularly egregious example of this.

## Natural environment

[REDACTED] the Hermtage from Liberton to Morningside. Takes about 10 minutes. Following diversions we have to go via The King's Buildings, Blackford Pond to Morningside which takes 30 minutes. Wasting a lot of petrol and adding to the smog!

Consideration must be given to people who need to get in and out from their home to work when they don't work in town or even locally. The restrictions have been horrendous to deal with around Morningside area and have caused much more emissions through traffic jams etc. Also several near misses from crashes due to people getting frustrated. It needs to change back to the roads we had before and better.

Open up Braid Road northbound. This will allow traffic to move OFF Comiston Road and keep the buses flowing. All you have done is shove ALL traffic users onto Comiston Road and created congestion and pollution. Residents level of air pollution is so high now. Clearly no one who planned this lives in South Morningside/Comiston!!!!

## Parking-related

Remove all. They are a nuisance. Unable to drive to any shop in morningside as all parking removed. [REDACTED]  
[REDACTED]

Remove the unnecessary cycle lane on Lanark Road West, it is dangerous having parked cars mid car lane. Remove all the changes in Morningside/Comiston, the car lanes are too narrow and there is a lack of car parking spaces. The measures that are in place are causing slower public transport and congestion and

wasting tax payer money.

Please consider Edinburgh's topography /demographics - a hilly city with many suburbs having an elderly population. I've not been in the city centre for months!

I would like **Morningside** and Bruntsfield to be available for parking near the shops

### Safety

The restrictions have been horrendous to deal with around Morningside area and have caused much more emissions through traffic jams etc. Also several near misses from crashes due to people getting frustrated. It needs to change back to the roads we had before and better.

Also it's so unsafe to cycle in morningside as the bollards force cyclists into the traffic. And in addition only about 1 person a week uses the road walking space.

### Urban environment

These measures are unsightly - a political statement by Edinburgh City Council.

They are ugly, unsightly and nothing but a nuisance on **Morningside** Road.

Please remove.

### Usage

Bruntsfield/**Morningside** Road/Comiston Road. It's made it difficult to live here. Walking is made more difficult- some lanes are for walkers, some for bikes - it's confusing and I constantly see old people walking in bike lanes.

In **Morningside** Road bollards have been placed to give extra room for pedestrians. Not only does this take away space for disabled drivers etc very few people in my experience are using this extra space.

A pavement extension should be continuous or if discontinuous should be strategically placed outside busy shops or areas prone to queuing. Many pavement extensions meet neither of these criteria (the one outside 74 **Morningside** Road is a good example) and are not used by pedestrians often enough to justify the road space they take away and should be removed as they detract from the overall perception of SfP schemes.

Most roads such as **Morningside** Road are not wide enough to accommodate the measures and increase danger from poorly parked delivery vehicles or cars. The traffic lanes are not wide enough to accommodate buses therefore causing congestion when they try to pass certain points on the road. It makes the road more dangerous as some frustrated drivers try to overtake buses attempting to pass through bottlenecks. Pedestrians rarely use the extra space as it is second nature to walk on the pavement. There also aren't consistent additional walkways making it confusing for users. I never know if they are lanes for cyclists or extra space for pedestrians.

Lanark Road / Inglis Green scheme has had a vast number of well-founded objections ;but it has been

driven through regardless and isn't even included in this study.

I'd like to see Comiston Road, Lanark Road and **Morningside** schemes taken out and the roads and pavements fixed. I would expect to want many others removed but because of Covid I haven't needed to use any of them.

The widened pedestrian access on **Morningside** road is little used and simply pushes traffic into other areas in search of short stay parking.

The city is for living in and cars are a part of that. [REDACTED]

I doubt there has been a single increased cycle journey or walk from the measures introduced in **morningside** and comiston road

Ridiculous and dangerous to retain restrictions on Braid road and Braidburn terrace. Causing extensive tailbacks of traffic all the way to **Morningside**. Bike lane use is minimal and certainly doesn't justify current restrictions being extended indefinitely.

I would prefer dedicated cycle lanes on Brougham Street and **Morningside** Road, as opposed to extra space for pedestrians. From what I observe they are not very much used by pedestrians

## Edinburgh Location Analysis

### Business Comments

Canaan Lane - you are forcing residents onto **Morningside** Road both ways now instead of just the way out causing even more congestion on an already extremely busy road - this is a main artery out of Edinburgh not a cycle lane! [REDACTED] for walking/cycling/public transport I'm not sure how this is possible when I want to do [REDACTED] weekly shop - balancing half a dozen shopping bags on my bike or carrying them is impossible! Or, when restriction permit, getting to South Queensferry [REDACTED] Edinburgh Council has made a miserable time even more miserable with their badly thought out, waste of money schemes!

I think the measures badly affect busy suburban shopping areas, e.g., Bruntsfield, Stockbridge, Southside, **Morningside** Road. They are not good for struggling local businesses, the elderly who use a car and for delivery vehicles. I would rather having thriving local shops that wider walkways.

Braid Road must be opened both ways immediately as it is vital for both commuters and the community. [REDACTED]. The cordons on **Morningside** Road must be removed as they are terrible for small businesses who are already struggling due to Covid.

The disruption to business in the **Morningside**, Bruntsfield corridor is severe. In general Edinburgh's streets are too small. These measures are fine in cities like Amsterdam or Copenhagen, cities that have wide boulevards etc. Expand the trams and get some of these buses off the road.

The measures in some places (e.g., **Morningside** Road) have effectively destroyed the local businesses. As mentioned earlier, most of the cycle schemes are counterproductive as they make cycling more, not less dangerous.

**Morningside** road is missing.

For local shops to compete with big out of town stores you need to have parking. Removing it will kill these shops and ruin our high streets.

Comiston road / braid road are main arteries into the city and are already vital to reduce congestion as more and more houses are built at Fairmilehead / frogston. So, need full lanes as few cyclists using lanes **Morningside** will die as a shopping area with no parking.

I'd particularly like to see the cycle lanes removed on Comiston Road due to the lack of cyclists and the inconvenience to car users and increase in traffic, and same for **Morningside** Road and Bruntsfield Terrace because it is ruining the shopping experience.

The closure of Braid Road is increasing cars using the rat runs through Comiston and Greenbank to avoid the congestion on Comiston Road and reducing access to shop locally in **Morningside**, Marchmont and Mayfield. A cycle lane on Braid Road and a restriction on parking near the roundabout and the narrow section at the entrance to the Hermitage of Braid would be more than adequate for cyclists to safely use this route.

The measures in place on Comiston Road and Morningside Road cause severe congestion. And increase pollution.

There is no social distancing issue on Comiston Road. Closure of Braid Road northbound will cause congestion as we come out of the pandemic. Measures taken have isolated communities. Whilst trying to encourage local shopping the measures have prevented many from going to **Morningside**.

**Morningside** road particularly has created a void for shoppers and congestion for all road users. Expansion of the pavements has made the already busy road congested adding to the pollution.

Comiston Road- permanent cycle lanes.

Braids Avenue- open road, causes excessive traffic and pollution

Braid Road- open route- little housing/population to justify closure. Affects driving range, golf course, horse riding, Old peoples home

**Morningside** road- stops people passing using local shops.

Princess St- already it is closed to private motorist but by new closures causing more traffic in New town.

Comiston Road - why is the cycle lane SO wide? Reduce the width and find a better solution for the car parking in the middle of the road. I have seen so many near misses as folk don't realise they are stationary, esp at night. It is too congested as well esp outside the school

Braid Road - please open it (and add a cycle lane on here not main Comiston Road).

**Morningside** Road - cycle lane is fine but not pedestrian lanes. Not necessary and causes too much confusion / street furniture and narrow lanes for buses etc. I have seen people trip on cones / bases into the road (some needing an ambulance). Less folk shopping now.

Pentland terrace and braids must be sorted out. All of **Morningside** and Bruntsfield. For all the reasons above.

. Everyone from the bypass is coming into Edinburgh down that road and home again. At night

Please be practical and listen to local residents in the Fairmilehead area I have met none who likes this.

As noted above in relation to Comiston Road, **Morningside** Side Road and Braid Road. The measures in Morningside are damaging to local shops with more and more (driving!) to free out of town shopping centres and avoiding the city centre entirely and local areas. This is having a terrible environmental and economic impact and meaning more people are in cars but just avoiding the city centre - too expensive and difficult to park/travel into and fewer retail outlets so people simply then get in a car and drive to Straiton, Fort Kinnaird, Gyle etc. There needs to be a smart plan to reinvigorate the city centre of Edinburgh economically post-pandemic, attract retail back from out of town outlets and not simply fill it with hotels.

Comiston does not need extra space for cyclists or pedestrians. It is a huge road as it is. The road furniture is highly dangerous. To drivers and pedestrians. They are not highlighted enough. Not a lot of pedestrians use the pavements anyway. **Morningside** Road is a disaster for the businesses, pedestrians and drivers again due to trip hazards, creating bottle necks.

Shopping in Bruntsfield and **Morningside** is more difficult and dangerous. Bad effect on local shops. Cycle and pedestrian ways are incomplete this forces users in to the road. Very limited parking on side roads with impact on residents.

Don't close brain road at the hermitage. Congestion is now much worse on Comiston road.

Shops will be affected by lack of parking on **Morningside** road.

Comiston Road protected cycle lane is going to cause an accident either for a disabled person having to exit their car in between two lanes, or by someone crashing into the barrier.

**Morningside**, George IV Bridge & Stockbridge all have businesses that need deliveries. These streets are already narrow & lorries have to be able to unload. This scheme is making that very difficult & indeed dangerous for both other road users & pedestrians. Local businesses need support, not further instructions to business. People can walk elsewhere if too busy. Design is dangerous & unsightly.

It is very hard to see the logic of shutting Braid Road which has just displaced traffic rather than reducing it. It must also impact adversely on local shops in **Morningside** and Marchmont given that it is so much more difficult to access them from Comiston, Fairmilehead etc.

[REDACTED] can see the advantages of the increased space for walking on the Morningside road. However I can also see the difficulties that local shops are having getting deliveries. I think that the spaces for the delivery vans need to be bigger so the vans can get their tail gates down for eg. So I think that more space should be given so vans can park, taxis drop people off etc. As Morningside road is too narrow cyclists have to mingle with the traffic here as there would not be enough room for a cycle lane as well, but that is nothing anyone can do anything about and the cyclists quiet routes are great.

Remove the extended pedestrian areas from **Morningside** Road. Restore the parking spaces which were removed. The removal has damaged the business community considerably.

Why are some streets not included in this list. When you want us to confirm what you have done we can see the streets. When you do not want us to challenge then the streets disappear. A mistake or calculated?

[REDACTED]  
[REDACTED]. I absolutely understand the difficulty in balancing these things [REDACTED]  
[REDACTED]  
[REDACTED]  
I want to support small local shops. If we cannot park anywhere then the supermarkets out of town or in town are only going to benefit as they are parking areas.

widening pavements in **Morningside** no one can park to visit local shops. [REDACTED]  
[REDACTED] need reasonably close parking as there was until last year!!!!

I have no need to park on **morningside** road but I do feel sorry for the shop owners who rely on customers that require parking in the area. Not everyone is mobile!

**Morningside** Road has lost most of its parking places to allow for cycle lanes. This was a vibrant local shopping centre and residential area but will really suffer in future from the loss of these parking places.

Traffic lights at Greenbank/Comiston Road have always caused delays and frustration. This situation will worsen once normal traffic resumes. Removing access to Braid Road exacerbates this problem. Restricting parking in **Morningside** Road will restrict access to businesses for those living in southernmost suburbs, thereby reducing footfall and threatening those businesses.

Stop closing roads. Remove the extra space for walking, eg **Morningside** road. They are unnecessary and take away parking for people to visit local shops.

Stop closing roads. It increases congestion. Pedestrians are perfectly fine on the pavements.

All measures in the **morningside** area, have forced the traffic onto morningside road and comiston road, the wider area for pedestrians has then narrowed the road to a single lane in each direction. this does not help local businesses and the frustration it creates is more likely to cause accidents.



Remove cycles lanes in **Morningside** Road. Have you consulted with local businesses?  
Pandemic has put many businesses on the edge; introduction of cycle lanes is to the financial detriment of many businesses that operate there.  
Council going the wrong way if they are looking for a flourishing retail sector in Morningside.

Remove restrictions on **Morningside** road and Bruntsfield to allow access to local businesses

Roads with walking spaces outside shops, such as on **Morningside** Road, could be returned to parking to benefit local businesses. As risk of Covid transmission outdoors is minimal, these seem unnecessary. Would be happy to preserve protected lanes for cycling.

In particular **Morningside** Road - dangerous to cross the road - buses often cannot pass each other due to narrow road - shopping/parking and visiting pedestrians have gone thanks to barriers

In my view, all of the measures increase congestion and raise the risk of accidents. The measures in Braid Road, **Morningside** Road and Bruntsfield are particularly bad, since they narrow the road so much, increasing the risk of accidents, dramatically increasing congestion and pollution, and having a very negative effect on businesses in the area, which all conspire to make these areas less desirable to live and shop in.

Remove them all. Shops are now being made inaccessible ie **Morningside** Road you can no longer stop to drop your charity donations. The majority of people do not want this. It is time to get rid of it all.

I'd like to see more car parking removed from roads like **Morningside** Road, and given to pedestrians and cyclists. It's not used by shoppers anyway, it just gets block-parked by shop owners. Fair enough to have a few bays for deliveries but can we please see some enforcement of these.

The measures have been a complete disaster - really dangerous for cars and cyclists, especially in the dark. Much worse congestion e.g. on Comiston Road. **Morningside** Road now almost unmanageable - no pedestrians use the off-pavement space in my experience, and yet things have become much more dangerous for cyclists and motorists, plus parking to use local businesses now near impossible.

### **Congestion comments**

There is no need for Silverknowes Parkway as the road is plenty wide enough for leisure & cars - put in cycle lanes if you want but please reopen the road.  
Braid Road & Morningside Road measures have made parking & traffic in **Morningside** horrendous. Please remove both.

Restricting the flow of traffic on Comiston Road and **Morningside** Road is causing increased congestion there and in all surrounding streets. This is a main route into the city so needs to flow. Buses are held up regularly. The cycle lane on Comiston Road is hardly used. Then of course we had the problems during the snow where they couldn't be cleared properly.

Need to reopen Braid road in both directions. Congestion on Comiston road is putting people off going into **Morningside**.

Canaan Lane - you are forcing residents onto **Morningside** Road both ways now instead of just the way out causing even more congestion on an already extremely busy road - this is a main artery out of Edinburgh not a cycle lane! Whilst I am all for walking/cycling/public transport I'm not sure how this is possible I weekly shop - balancing half a dozen shopping bags on my bike or carrying them is impossible! Edinburgh Council has made a miserable time even more miserable with their badly thought out, waste of money schemes!

Congestion on Comiston Road and **Morningside** Roads increased significantly with the measures particularly as now there is reduced room for buses to pass each other

Bruntsfield/Morningside Road/Comiston Road. It's made it difficult to live here. Walking is made more difficult- some lanes are for walkers, some for bikes - it's confusing and I constantly see old people walking

in bike lanes. There is nowhere for wheelchair users/ disabled people to park - they have not been considered at all. How those with sight loss are to cope I have no idea. Congestion for cars on Comiston Road/**Morningside** Road has got so much worse. I hate every single measure that has been brought into place in these areas. Local businesses have a bad enough time without this.

Comiston road measures removed with braid road reopened ending the traffic congestion. Measures removed from **morningside** and bruntsfield where roads are narrow enough without these measures!

Comiston Road and around the Braids and down in South **Morningside** is not working and is leading to congestion. Normal cycling lanes should be marked in pink all the way up the street instead of bollards, which are dangerous. Cyclists do not use Braid Road - they primarily use Comiston Road as it isn't as steep.

When lockdown lifts there will be a need to ease congestion on the comiston road by opening/partially opening braid road and avenue. Woodburn terrace , Canaan lane, Whitehouse loan should be temporarily restricted only at school times otherwise it will increase congestion on **Morningside** road.

I'm afraid the Braid road experiment has been a disaster. North bound it is used by a lot of traffic which doesn't go to **Morningside** , rather it forms off to the right for travel to North and east Edinburgh . The closure has environmental issues as well as inconvenience. The (supposed) initial purpose of Covid to allow walking & cycling to Hermitage was always rumbles as a lie. It was always to allow quieter cycling routes to be established.further into town. This is evidenced by the appallingly low number of cyclists South bound ( & north ) on an average daily basis , of less than 25 . Not the absurd figs claimed by EDC.

The closure of Braid Road has caused 2 way congestion on Comiston Road. The main campus of South **Morningside** Primary School is on Comiston Road and it has become busier with congested traffic as a result of road closures. The increase in vehicle emissions is noticeable when doing the school run. Open the roads and allow the traffic to flow. Fix the roads and make them safe for all road users.

The closure of Braid Road seems unnecessary and increased traffic in narrowed roads eg **morningside** road.

Measures along morningside road do little to add additional space for pedestrians but cause overly narrow roads and result in congestion when large vehicles are travelling

I'd particularly like to see the cycle lanes removed on Comiston Road due to the lack of cyclists and the inconvenience to car users and increase in traffic, and same for **Morningside** Road and Bruntsfield Terrace because it is ruining the shopping experience.

Greenbank - comiston quiet route. Pedestrians now walk all over the road and step out in front of cyclists. It's more dangerous than before, it was a quiet route to begin with. It will shift more traffic onto **Morningside** Road.

Whitehouse Loan closure particularly annoying [REDACTED] . Makes exiting city to south very inefficient. Schools only part time. All the rest of time closure is a pain.

Blocking Braid Road similar problem. Real pain to exit city to south. Crawlign through **Morningside** a pain.

Braidburn Terrace and **Morningside** Road. Congestion is awful, emergency vehicles struggle to get through. Elderly people sometimes need to be dropped off outside hairdresser etc and have been unable to do so.

Measures in Bruntsfield /**Morningside** have hampered shopping - business complaints re deliveries. Traffic congestion is considerably worse on Comiston Road, can't get into Morningside via Greenbank Drive or across it to get to friend's house in Braid Road. The rubber kerbs are incredibly ugly, dirty and collect rubbish.

George Watsons school seems to be missing as a choice - over 2000 pupils who walk / use buses and car transport - huge issue for congestion possible accidents of children crossing **Morningside** road and comiston road and dodging bikes and congested traffic

This has been a wasteful exercise imposed on South Edinburgh without consultation and using COVID powers as justification. It has been badly designed, poorly executed and had limited positive impact.

Extra walking space has been provided in areas with already broad pavements, often missing out narrow pavements where there might have been benefits. Cycle lanes have been so incomplete to be useless, compelling cyclists to dismount as they move between due to the absence of sufficiently wide access and entry points.


The timing of the introduction could hardly have been worse, coinciding with the re-opening of small businesses after the first lockdown. The reduction in parking spaces meant that the casual shopper (by car) was lost. The narrowing of already narrow roads through one of Edinburgh's main road accesses from the south (**Morningside Road**) created unbelievable bottlenecks.

Road closures are a complete pain. The Cones in **Morningside** and Bruntsfield look very ugly and mean that the streets cannot be cleaned properly. Delivery lorries have to park in the middle of the road and hold up all the traffic. This means more pollution too.

Remove all restrictions on **Morningside Road**. This road was already narrow and congested and it is now much worse. Remove bizarre parking bays in the middle of Comiston Road. Dangerous and difficult to understand. Re-open Braid Road. Put double yellow lines along one side of Braidburn Terrace and make it two-way again.

The measures in place on Comiston Road and **Morningside Road** cause severe congestion. And increase pollution.

There is no social distancing issue on Comiston Road. Closure of Braid Road northbound will cause congestion as we come out of the pandemic. Measures taken have isolated communities. Whilst trying to encourage local shopping the measures have prevented many from going to Morningside.

. Bruntsfield Place and **Morningside Road** are very busy roads as providing main access to city centre.

Having narrowed those roads down significantly, my key observations are:

- Increased traffic congestion (despite traffic being abnormally light due to Covid) given that so many more cars are now channeled through cause of other access roads being now closed off (by Spaces for People initiatives)
- Road accident dangers as due to cycle lanes the road has been narrowed and parking reduced for local residents (food delivery vans for example now park next to cycle lane infringing the little road space for cars that is left)
- Ambulance and Fire Brigade having trouble getting through (which I have witnessed on several occasions) as no room for cars left on road to make space sideways.

Whitehouse Loan closure is not through through and creates unintended consequences on other residential streets nearby. Please re-open and create a dedicated cycle lane - it is wide enough.

Please reopen Braid Road southbound - the congestion on Comiston Road stretch all the way through **Morningside**, Bruntsfield to Tollcross in the afternoon. HELP!

Closure of Braid Road has meant added congestion on **Morningside** road and Comiston road which will become worse after lockdown when traffic returns to more normal levels.

**Morningside** road particularly has created a void for shoppers and congestion for all road users. Expansion of the pavements has made the already busy road congested adding to the pollution.

As previously pointed out the measures have been not been thought through and obviously not risk assessed. Closing Whitehouse Loan has just pushed traffic from a large road, which could have had a cycle lane to small roads like Clinton Road and Hope Terrace, which are not built for cars and where, before the closure of Whitehouse Loan, were quiet and safe for walkers etc. they are not now. This also applies to **Morningside Road** and impossible if emergency vehicles are using it, there is no where for cars to pull in.

Road's like **Morningside Road** will be gridlocked after COVID if these measures remain. Its nearly impossible to get past buses at bus stops and hence unnecessary queues are the result - causing more air pollution from stationary cars.

Why is Canaan Lane being blocked? Its already one way and mostly used by residents and already has a

cycle lane on it. Nothing to be gained by its closure - moves more car's onto Morningside Road as well.

I am fully in support of the measures except for the closure of Braid Road. This has resulted in congestion on Comiston Road and very heavy traffic outside S. **Morningside** Primary School which has a large numbers of pupils on the pavements at school start and finish times. Traffic did used to be too fast on Braid Road, particularly traffic travelling towards town (going north), so if it reopened some traffic slowing/calming measures should be introduced.

Make Braid Road one way, with the spare lane for cyclists and pedestrians. In effect make a oneway system around Braid road and Comiston Road. At the moment, the closure of Braid Road makes entrance and exit for cyclists and wheel chair users dangerous - needs to be wide enough for bicycles with trailers and pushchairs etc to manoeuvre easily.

The congestion and pollution from vehicles on Comiston Road has increased when pedestrians are reliant on Comiston Road to get to schools and **Morningside** for shopping.

Keep on northern comiston road, north of greenbank crossroads.

Southern comiston road, south of greenbank crossroads - not sure it works. Haven't seen cyclists or pedestrians use much. in and out of parking bays and not kept clear of snow - worst than pavements or roads.

Lanes are too narrow, causing unnecessary queues on main roads such as **Morningside** Road, Comiston Road, Forrest Road , thereby causing pollution. Bollards and road signage are difficult to interpret.

Reopen Braid Road northbound to give those who need to drive including elderly and disabled people, safe access to Morningside from Buckstone and Braids. Even in lockdown conditions the right turn to Comiston Road is difficult and often unsafe. At present there is no alternative.

**Morningside** Road: pedestrian space is confusing and unhelpful, awkward for cyclists and increases congestion

Please remove the closure of Braid Road, the congestion on Comiston Road it causes is completely unfair for the people who live on that road!

There's children walking to **Morningside** Primary school on that road and due to Covid the school needs to open the windows to circulate the air and the air coming from Comiston Road stinks, quite frankly. It's loud and badly congested. Not a good solution at all. Nobody goes on a full lockdown walk anymore, the dynamic has changed. People will eventually go back to work and will be more likely to have time to go to the Hermitage on the weekends only. No point of closing it. [REDACTED] Hermitage and the traffic in Braid Road has never been a problem at all, prior to the closure.

These measures are causing increased traffic congestion and therefore increased car emissions especially in the Comiston/**Morningside** areas. This is when the council is saying they want to cut emissions and congestion whereas with these measures they are only making situation worse..

Also, on Morningside Rd the narrowing of the road has meant that cannot have a free 2 way flow of traffic, this can effect the time emergency vehicles take to reach a call out. This time delay could be a matter of life and death

The closure of Braid Road in conjunction with spaces for people spaces/cycle lanes on Comiston Road, **Morningside** has caused significant local traffic congestion, which will increase once covid restrictions end. It pushes traffic onto other local roads to avoid the closure/congestion - not to mention the increase in pollution outside South Morningside Primary School.

Closing Whitehouse Loan and Canaan Lane means it will take longer for emergency vehicles to access places such as the Blind school and Gillespie's school. Whitehouse Loan is a wide road with wide pavements already. Closing Braid Rd and Canaan Lane both just push any cars onto the main **Morningside** High St and Comiston Rd.

Comiston does not need extra space for cyclists or pedestrians. It is a huge road as it is. The road furniture is highly dangerous. To drivers and pedestrians. They are not highlighted enough. Not a lot of pedestrians use the pavements anyway. **Morningside** Road is a disaster for the businesses, pedestrians and drivers again due to trip hazards, creating bottle necks.

I think that the measures down **Morningside** Road and Comiston road are atrocious. I have witnessed a fire engine unable to get down the road due to traffic not being able to pull over. Have also seen people trip over them and think overall they are more of a disadvantage and must be removed. In addition, I think the closure of braid road is unnecessary and has serious effects on the traffic.

Closing Braid Road created stupid and unnecessary congestion on **Morningside** Rd, forcing me sit outside a school in stationary traffic with my engine running while reading a sign that said something like 'keep our children's air fit to breath'

**Morningside** Road was narrow enough before these measures and maintaining them going forward on what is already a busy bus route will only make things more congested and therefore create more pollution, which is exactly what you are trying to reduce apparently.

Temporary measures are causing congestion along Comiston and **Morningside** road which will only worsen as traffic increases with relaxing of COVID restrictions. Cycling and walking signage is confusing along **Morningside** Road

Traffic and congestion in the **Morningside**/Braids/Greenbank/Bruntsfield and Comiston area has become a nightmare since the Spaces for People were introduced primarily due to road closures meaning traffic is funnelled into already over saturated routes

Closing Braid Road has caused much more traffic congestion in **Morningside** and limits my options for routes to drive anywhere in south, central or North Edinburgh [REDACTED]. I would like to see Braid Road completely reopened - in both directions - as a through route for cars, ban parking on parts of it and include cycle lanes if possible but please re-open it for cars.

Closure of Braid Road has caused **Morningside** Grove to be a noise and fume filled rat run. Traffic is much heavier than before Braid Road was closed. Traffic is avoiding the backed up main road. Applies to roads in Greenbank too.

Braid Road needs to reopen as the congestion now on **morningside** Road at rush hour is awful. The air pollution at these times when children are walking to and from school is probably at dangerously high levels.

As I said earlier, Braid Road closure is particularly illogical. It has increased congestion appallingly on Comiston Road such that queues form quickly going south and reach back beyond **Morningside** Station upon many hours each day.

[REDACTED] Greenbank [REDACTED]ch has been negatively impacted by closure of Braid Road (extra queued traffic cutting through). Reopen Braid Road both ways, double yellow lines no parking, pedestrian crossing by Hermitage entrance. Resulting stationary queued traffic on Comiston Road increasing journey times (inc. buses), and increased pollution for South **Morningside** Primary playground.

Cycle lanes and parking on Comiston and **Morningside** Road are a hazard and slow down the traffic leading to frustration ... take cyclists down a different route.  
Closing braid road is adding to the chaos.  
Speed limits at 20 mph are unnecessary 24 hours a day 7 days a week .... retain during busy times and apply 30 mph out with i.e., at weekends evenings and overnight.

As above, closure of Whitehouse Loan puts too much pressure on already busy Bruntsfield place/**Morningside** Road and also shifts traffic to streets which should be quieter through Marchmont. Why not close these instead to through traffic?

particularly **Morningside** Road which was too narrow prior to the spaces for people, and braid road. This is pushing traffic onto side roads creating congestion and pollution in residential streets

I am sorry, but the Spaces for People has just been completely ill thought out & disastrous for **Morningside**. The closure of Braid Road has been ridiculous, and **Morningside** Road is a total car park. 90 minutes from Fairmilehead to **Morningside** on the bus...!!!

And now putting bollards across Canaan Lane and Whitehouse Loan has been the final straw. Please can we just go back to the way it was, which was fine. ASAP.

The widened pedestrian access on **Morningside** Road is little used and simply pushes traffic into other areas in search of short stay parking.

Whitehouse Loan - idea for quiet route is ok, but think it should have had cycle lanes, and perhaps traffic calming, rather than closure of section. Even closure around school times for Gillespies would have been better than fully shutting sections.  
Canaan Lane - concerned about access to Sight Scotland - now forced to come down **Morningside** Road.

The traffic around comiston road and south **Morningside** primary is horrendous and dangerous for children. Cluny Drive is now a rat run.

Please open braid road as all the traffic now passes south **morningside** primary school increasing pollution for children in playground

The proposed Meadows to Greenbank route will force car traffic onto **Morningside** & Comiston Road, increasing congestion in streets which have already been narrowed

The road closure at Braid Road has greatly added to congestion in **Morningside** at a time when traffic is reduced. When it increases it will be horrendously increased. The cycle lanes on Commiston and the Lanark Road with a speed reduction are dangerous.

Current restrictions make road more dangerous for cyclists , particularly when they lane stops at street entrances , bus stops . Space for motorists at islands is tight . Reduced space if emergency services need to pass . No where to pull over . Lot of traffic congestion due to sequencing of lights **Morningside** road leading Comiston road and up to Fairmilehead

Crucially Braid Road must be re-opened in both directions as all the profound problems I identify flow directly from its closure especially the permanent southbound traffic jam on **Morningside** & Comiston Roads with associated toxic pollution and noise [REDACTED]  
[REDACTED] also the multiple dangerous rat runs.

Braidburn Terrace should be reopened in both directions. The closure diverts traffic to busier areas and increases congestion. This negatively impacts the buses on Comiston Road and **Morningside** Road. When the buses take so much longer, it encourages people to drive as they can take alternative quieter routes.

The Braid Road closure has caused traffic congestion elsewhere which I believe will be unbearable when normal traffic resumes, especially at peak times. [REDACTED]  
[REDACTED]  
[REDACTED] . It will be incredibly difficult to do so when normal traffic resumes therefore Braid Road must be reopened, at least southbound as I believe is planned.

Braid Rd being closed creates congestion and longer travel times in Comiston Road and **Morningside** Rd which is a main arterial route in/out of the city.

Braid Road area is quiet anyway and closure simply makes Comiston Road too busy with long queues and loads of fumes which is bad o/s south **morningside** primary school. This discourages bus use which should be encouraged. The bollards are ugly too.

Braid Road being closed causes extra traffic congestion on Comiston Road and in turn **Morningside**.  
Morningside is congested enough as it is without these extra measures. The best thing for Morningside would be to limit parking on the main road to give buses the maximum room!  
Canaan Lane and Whitehouse Loan are links to the Astley Ainslie so cause congestion.

It is really hard to comment about some of the changes because they have been introduced during a pandemic. The impact of the changes cannot really be judged yet because so many people are working from home. While on the one hand I quite like Braid Road being closed, if the reality when the pandemic is

over means that it takes over 30 minutes (or more) [REDACTED] (from **Morningside** to Braids - [REDACTED] [REDACTED]). As traffic was increasing just before Christmas before the recent lockdown it was terrible and it can only get worse as traffic increases.

Braid road reopening in one direction, with braid avenue providing a route the other way will ease congestion in South **Morningside** and improve a journey [REDACTED]. A good balance.

The traffic and congestion on Comiston Road through **Morningside** Station junction and up through Morningside is atrocious. I believe the closure of Braid Road and the additional measures in this area is exacerbating this. The constant noise of traffic and traffic jams [REDACTED]

open braid road, terrible effects on surrounding area, makes congestion far worse in surrounding side streets and around south **morningside** primary

Braid Road closure is utterly pointless - doesn't help cyclists (esp up hill), negligible benefits for walkers, significant inconvenience for road users.

Blockage outside James Gillespies downright dangerous for cyclists and road crossers as barriers reduce visibility. Preventing cars there sensible though.

Blockage of lower section of Whitehouse Loan pointless and annoying for drivers and cyclists.

Canaan Lane was fine as it was - additional closure just clogs **morningside** road, to disbenefit of cyclists as well as drivers.

Braidburn Terrace closure of negligible help to cyclists - better to make cycle only routes through Braid Crescent, Correnie and Cluny Drive.

Morningside Road narrowing is annoying for cyclists (also at cross purposes to improved cycling aspirations on Comiston Road), and I've never found lack of space a problem on the pavements.

Braid road is indeed nice to walk on but I think it serves a more important purpose in taking traffic that would otherwise be clogging up **morningside** road and comiston road. Those roads are simply not designed for the volume of traffic they are having to take with Braid road closed.

The cycle lanes on Comiston Road are ridiculous - parked cars in the middle of the road/ cars pushed onto other side of the road to overtake buses/ cyclists dont use the lanes as they are full of debris/leaves/dropped drains/holes. Grey coloured cycle barrier support attached to road cant be seen at night/ barriers badly placed at junctions causing cars to swerve out. Closure of Braid Road causes terrible traffic congestion outside **Morningside** Primary and surrounding roads.

I think the measures in **Morningside** Road and Comiston Road should be removed as they are causing congestion and pollution, as well as many delays and problems for shoppers and delivery drivers. The measures round Whitehouse Loan make it difficult for parents/grandparents [REDACTED] to park when delivering/collecting children. It was fine before with the lollipop lady.

In principle, I support the aims, but not the way it's been implemented:

- the separated cycle/pedestrian 'zones' on roads seem dangerous - they are to stop start, and people (esp children) are easily confused over whether a lane is for cyclists, pedestrians or both
- **Morningside** Road is a main artery - is all the traffic that would have gone on this now on side streets?
- The way they've been implemented is for the most part incredibly ugly.

Cycle lanes on Comiston road and Buckstone terrace. Road closures on braid road and braids area and **morningside** road. Causes unnecessary traffic congestion and makes it difficult for people to access private driveways. Weren't consulted about these in the first place.

Throwing all traffic heading south onto **Morningside** Road and Comiston Road is creating congestion problems on a massive scale. Bad enough just now during lock down, but when traffic levels return to normal it will take as long for us to get from Marchmont to the Bypass as it takes to drive yo Glasgow. Crazy.

Often, they just slow down the flow of traffic e.g. **Morningside** Road. As a resident whose primary mode of transport is the bicycle, I would much prefer it if the potholes in the roads were properly fixed.

All measures in the **morningside** area, have forced the traffic onto morningside road and comiston road, the wider area for pedestrians has then narrowed the road to a single lane in each direction. this does not help local businesses and the frustration it creates is more likely to cause accidents.

If anything, the reopening of Braid Road in both directions would greatly improve the traffic congestion on Comiston Road and **Morningside** Road during rush hours. If not removed - Fines for cyclists not using their cycle lanes as it is rather annoying since the cars have lost space already.

Closing Braid Road is an unjustifiable travesty - cutting off a major artery into and out of town and causing increased congestion & air pollution on **Morningside** and Comiston Roads. Needs to fully reopen.  
Closing Whitehouse Loan has caused a "rabbit run" of traffic seeking alternative routes around another significant thoroughfare.

All the bollards on **Morningside** Road. It's very hard for emergency vehicles to get through and causes traffic jams.

Open Canaan Lane and Whitehouse Loan as all you are doing is funnelling traffic on to **Morningside** Road causing more traffic congestion which in turn, causes more pollution.

The road closures at Whitehouse Loan and Canaan Lane are driving traffic onto **Morningside** Side Road and Kilgraston Road. The increase of traffic on Morningside Road is increasing pollution for pedestrians and the increase of traffic on Kilgraston Road and Mortonhall Road is a real road safety issue for the large numbers of pedestrians given speed of traffic and people trying to access Blackford Hill. The benefit of a very small number of cyclists is being used to justify something that is very prejudicial to a large number of pedestrians. The fact that cyclists will be able to go at considerable speed on the downhill section is also of danger to pedestrians.

The roads closed above are a great inconvenience and are causing congestion on **Morningside** Road and Comiston Road which are vital bus routes.

Whilst it is good to reduce pollution this is a waste of time as traffic is just building up and dangerous in other areas

Braid road being closed is so unsafe as all traffic now pushed to **Morningside** Road and traffic build up outside the primary school it does not make sense.

The same for Canaan Lane as cars cutting through Astley Ainslie hospital.

**Morningside** Road and Bruntsfield have become bottlenecks.

Craigmillar Park/ Minto Street is a disaster waiting to happen because of lane changes and restricted entrances to side roads.

The closure of Braid Road and the side roads nearby are driving traffic onto other roads and increasing congestion and pollution.

In my view, all of the measures increase congestion and raise the risk of accidents. The measures in Braid Road, **Morningside** Road and Bruntsfield are particularly bad, since they narrow the road so much, increasing the risk of accidents, dramatically increasing congestion and pollution, and having a very negative effect on businesses in the area, which all conspire to make these areas less desirable to live and shop in.

As many as possible, notably closure of Braid Road, the one-way system at Greenbank Church, the Canaan Lane closure, the Whitehouse Loan closure, and the total mess that is now **Morningside**. The Council is creating congestion and inconvenience on a grand scale, and now wishing to misuse emergency COVID funding for "longer term objectives". Disgraceful.

The measures in Comiston Road seem totally unnecessary as it is not heavily used by pedestrians and cyclists had no problems before the measures. Bruntsfield and **Morningside** traffic flow is appalling as a result of the measures.



Measures must be removed from Braid Road. The closure of Braid Road to traffic has had an dreadful impact on traffic on Comiston Road. Cars are idling/stationery, creating huge levels of pollution which has a detrimental effect on children, pedestrians and cyclists. Restricting traffic on Braid Road cannot be justified as pedestrians, children and cyclists are minimal in comparison to Comiston Road near **Morningside** and South Morningside Primary. Measures should also be removed on Comiston Road/Pentland Terrace as these are creating more of a hazard for those who use the road.

The Braid Road closure seems unnecessary. Closing it has been causing traffic jams on **Morningside** Road and Comiston Road.

I have not witnessed many cyclists or pedestrians using Braid Road beyond the entrance to the Hermitage. I just do not understand why it is not open now for traffic both southbound and northbound. When will this be reopened?

If you intend to keep the quiet route along Braidburn Terrace, then there is no need to close Braid Road northbound to cars/traffic. This would make it much safer for cyclists using this route as less cars would be forced along it. It is in a very poor state of repair as well which is not good for cyclists. As a cyclist Braid Road is far too steep heading in either direction and brakes have to be used constantly heading northwards which is not safe. At the moment because Braid Road is closed, a lot of traffic is now using Braidburn Terrace, so it's not exactly a quiet, safe route. If Braid Road was reopened in both directions, then Braidburn Terrace would become the quiet route it was intended to be initially.

Cars now use Comiston Place instead of Braid Road causing congestion. There actually wasn't that much traffic in Braid Road as, apart from early rush hour, traffic would normally move quite well. Cars now park in nearby streets instead of at the Hermitage, which makes it unsafe both for pedestrians and cyclists. Bottlenecks now occur on Comiston Road northbound and **Morningside** Road southbound as a result. Same happens at Buckstone Primary School-cars Park on yellow lines at school pick up and drop off, so what is the point of keeping them. They were put there for safety measures in the first instance and now you have shut off roads which just hampers residents and actually has very little impact on those going to the school. Perhaps at school opening times but not all day, every day.

**Morningside** road (outside the theatre / harvest garden shop).

It causes a LOT of congestion during rush hour, as busses and cars cannot pass at the same time

**Morningside** Road is now confusing for cars, bikes and pedestrians. Please remove the bollards as soon as possible. The road will soon be very congested, and it is an accident waiting to happen.

Lanark Road cycle lane near Gillespie Crossroads, outside the Nursery on the corner is very dangerous. As a cyclist using it only about 10 times so far, twice I have had to stop suddenly due to small children / doors opening suddenly.

The closure of Braid Road is causing more congestion and pollution on the main road to and from **Morningside**.

The measures have been a complete disaster - really dangerous for cars and cyclists, especially in the dark. Much worse congestion e.g. on Comiston Road. **Morningside** Road now almost unmanageable - no pedestrians use the off-pavement space in my experience, and yet things have become much more dangerous for cyclists and motorists, plus parking to use local businesses now near impossible.

Removal of Braid Road and surrounding road closures. **Morningside** has become very congested. This is a place where people are shopping and children walking to several local schools in the area. The very places Space for People are talking about making safer. However, due to the road closures what is happening along **Morningside** Road/Comiston Road is the exact opposite and there is congestion on a daily basis.

The Council have finally proposed for the southbound Road to be opened. Why have the Council not put the option of opening it both ways - given the level of traffic now diverted down Comiston Road/**Morningside** Road.

The Braid Avenue/Road Northbound closure is affecting a lot of people travelling into **Morningside**. It has not solved the problem but simply moved it to other roads. Those roads have had calming measures put in place meaning those are affected too.

It is currently manageable because of COVID lockdown rules means there are far fewer cars on the road.

### Consultation

There will be chaos in Corstorphine very soon when normality returns both on St John's Road and old Corstorphine. There is already chaos in **Morningside** and Bruntsfield. This is going to become a major problem. To do this when people aren't aware is plain wrong and extremely dishonest. There was no consultation; everything was pushed through as always. It's despicable.

### COVID-19 ('normal times')

Closure of Braid Road has meant added congestion on **Morningside** road and Comiston road which will become worse after lockdown when traffic returns to more normal levels.

Temporary measures are causing congestion along Comiston and **Morningside** road which will only worsen as traffic increases with relaxing of COVID restrictions. Cycling and walking signage is confusing along Morningside Road

It is really hard to comment about some of the changes because they have been introduced during a pandemic. The impact of the changes cannot really be judged yet because so many people are working from home. While on the one hand I quite like Braid Road being closed, if the reality when the pandemic is over means that it takes over 30 minutes (or more) [REDACTED] (from **Morningside** to Braids - [REDACTED]

[REDACTED] **Morningside** Road every day. During last summer, when traffic was a bit more normal, I really noticed the effects of increased (compared to pre pandemic) pollution [REDACTED]

Throwing all traffic heading south onto **Morningside** Road and Comiston Road is creating congestion problems on a massive scale. Bad enough just now during lock down, but when traffic levels return to normal it will take as long for us to get from Marchmont to the Bypass as it takes to drive to Glasgow. Crazy.

As many as possible, notably closure of Braid Road, the one-way system at Greenbank Church, the Canaan Lane closure, the Whitehouse Loan closure, and the total mess that is now **Morningside**. The Council is creating congestion and inconvenience on a grand scale, and now wishing to misuse emergency COVID funding for "longer term objectives". Disgraceful.

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It is currently manageable because of COVID lockdown rules means there are far fewer cars on the road.

### Disability

Bruntsfield/**Morningside** Road/Comiston Road. It's made it difficult to live here. Walking is made more difficult- some lanes are for walkers, some for bikes - it's confusing and I constantly see old people walking in bike lanes. There is nowhere for wheelchair users/ disabled people to park - they have not been considered at all. How those with sight loss are to cope I have no idea. Congestion for cars on Comiston Road/**Morningside** Road has got so much worse. I hate every single measure that has been brought into place in these areas. Local businesses have a bad enough time without this.

George IV Bridge in particular where the cycle path cuts right across where the bus stop is. From experience a lot of cyclists are inconsiderate and I think there is too much chance of an accident happening at places like this.

the cycle route across the pavement at the Mound and St Andrew Square and have witnessed several near misses.

In **Morningside** Road bollards have been placed to give extra room for pedestrians. Not only does this take away space for disabled drivers etc very few people in my experience are using this extra space.

Open Braid Road. This has caused major disruption, congestion, and rat-running in residential areas. Improve parking in **Morningside** and Bruntsfield: present restrictions severely impact on disabled people. Stop rat running in Cluny Drive. And do not introduce modal filters which would cause increase in traffic at dangerous junction at east end of Cluny Drive.

Especially Bruntsfield Place and **Morningside** Road are very difficult to navigate for the disabled and infirm.

I would still like to see a more well thought out and planned widening of the footpaths along **Morningside** road and Bruntsfield place so that it accommodates widening of the path but still permits parking for blue badge holders and for deliveries. Perhaps widening the paths by a fraction.

## Health

## Infrastructure (suggestions)

Reopen Braid Road fully (with double yellows either side). Remove dedicated walking and cycle lanes along **Morningside** Road.

Bruntsfield/**Morningside** Road/Comiston Road. It's made it difficult to live here. Walking is made more difficult- some lanes are for walkers, some for bikes - it's confusing and I constantly see old people walking in bike lanes. There is nowhere for wheelchair users/ disabled people to park - they have not been considered at all. How those with sight loss are to cope I have no idea. Congestion for cars on Comiston Road/**Morningside** Road has got so much worse. I hate every single measure that has been brought into place in these areas. Local businesses have a bad enough time without this.

Would like to see the walking spaces removed on **Morningside** Road as I saw 3 elderly ladies lying on the road having tripped over the grey supports. This was on one morning , in the space of me travelling to Bruntsfield. Either remove them or make the ground level supports much more obvious as the grey concrete is not obvious enough for those who are sight challenged. In snow, even worse.

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Open Braid Road in both directions. Remove restrictions in **Morningside** Road to widen it

Bruntsfield **Morningside** and Comiston Road - remove all segregated cycle lanes, replace with painted lanes, and get rid of all walkways - many are massive trip hazards. Re-sign and route cyclists up Braid Road (which can remain closed to traffic) and incorporate the Braid Road in the Quiet route from Fairmilehead to town.

Comiston Road - why is the cycle lane SO wide? Reduce the width and find a better solution for the car

parking in the middle of the road. I have seen so many near misses as folk don't realise they are stationary, esp at night. It is too congested as well esp outside the school

Braid Road - please open it (and add a cycle lane on here not main Comiston Road).

**Morningside** Road - cycle lane is fine but not pedestrian lanes. Not necessary and causes too much confusion / street furniture and narrow lanes for buses etc. I have seen people trip on cones / bases into the road (some needing an ambulance). Less folk shopping now.

Possibly reopen some of the pedestrian spaces as parking spaces for blue badge holders, i.e. on Bruntsfield Place or **Morningside** Road.

Would like all recent measures reversed .

The scheme is ridiculous . It is an absurd scheme . Businesses and livelihoods are severely affected . There will be no community if the shops all close . The cones on **Morningside** road are an absolute disgrace . Who put these expensive plans in place ?? .... It's time businesses were supported not hindered . Are you ANTI business because it looks that way . Reverse these decisions otherwise the independent shops will go and the life of a lovely area will be gone .

I find the **Morningside** Road measures somewhat confusing as they are not continuous and I fear risk cyclists weaving in and out of the segregated lane. I would rather the Quiet Route is prioritized and the **Morningside** Road carriageways restored to normal width.

Temporary measures are causing congestion along Comiston and **Morningside** road which will only worsen as traffic increases with relaxing of COVID restrictions. Cycling and walking signage is confusing along **Morningside** Road

Review **Morningside** Road, which now is too narrow for two buses, delivery lorries etc. Too many dangerous bollards for cyclists and pedestrians.

Shopping in Bruntsfield and **Morningside** is more difficult and dangerous. Bad effect on local shops . Cycle and pedestrian ways are incomplete this forces users in to the road. Very limited parking on side roads with impact on residents.

**Morningside** Road is a disgrace. All measures should be removed for the safety of pedestrians and cars, and to get rid of the eyesore barriers.

Some of the measures in **Morningside** road are badly designed and simply mean that especially delivery drivers park badly and actually make it more unsafe than before. Further thought needs to be given to improving delivery access but also more pick up/drop off points for disabled people using taxis

In principle segregation for cyclists is good, but to mix and match esp along **Morningside** Road is really badly designed. Is it a pedestrian bit, is it a cyclist bit? Very confusing. I know several people who have tripped and fallen with the new bollards in the street, and it's very difficult for delivery drivers/elderly who perhaps rely on their cars to stop briefly on **Morningside** Road.

The increased walking spaces on **Morningside** road are confusing and dangerous for cyclists. They should be replaced by a clear cycle lane all the way from Comiston Road to Princes Street, instead of being added in bits which force cyclists to move over the road (increasing risks of accidents with cars/buses)

The extra space created for walkers are definitely not justified in Bruntsfield.

**Morningside** Road and Portobello High Street are not wide enough to allow for designated extra space for walkers.

The new layout has disadvantaged and endangered cyclists. Consideration should be given to shared Cyclist/Pedestrian space where possible.

see the advantages of the increased space for walking on the **Morningside** road. However I can also see the difficulties that local shops are having getting deliveries. I think that the spaces for the delivery vans need to be bigger so the vans can get their tail gates down for eg. So I think that more space should be given so vans can park, taxis drop people off etc  
As **Morningside** road is too narrow cyclists have to mingle with the traffic here as there would not be enough room for a cycle lane as well, but that is nothing anyone can do anything about and the cyclists

quiet routes are great.

Remove the extended pedestrian areas from **Morningside** Road. Restore the parking spaces which were removed. The removal has damaged the business community considerably.

Bicycle lanes just being installed now March 2021 one year after the worst of the pandemic and hardly used at all by cyclists!! Not safely thought out as cycle lanes with bollards going round a bend with traffic islands in middle of road, squashing buses and cars in the road, ridiculous. Suggest you try some common sense. Also widening pavements in **Morningside** no one can park to visit local shops. Unfortunately we cannot all walk far and need reasonably close parking as there was until last year!!!! Disabled cannot even get into the bank in Bruntsfield as no bays left hardly!! If you actually send people round to observe you will see that cycle lanes and people walking lanes are in actual fact hardly used and it takes twice as long to get anywhere therefore burning up more fuel!!

Braid Road area is quiet anyway and closure simply makes Comiston Road too busy with long queues and loads of fumes which is bad o/s south **morningside** primary school. This discourages bus use which should be encouraged. The bollards are ugly too.

**Morningside** Road is not wide enough to have measures on both side - one side at the most. Buses and large vehicles are often stuck, pollution grows.

Stop closing roads. Remove the extra space for walking, eg **Morningside** road. They are unnecessary and take away parking for people to visit local shops.

Stop closing roads. It increases congestion. Pedestrians are perfectly fine on the pavements.

Remove cycles lanes in **Morningside** Road. Have you consulted with local businesses? Pandemic has put many businesses on the edge; introduction of cycle lanes is to the financial detriment of many businesses that operate there. Council going the wrong way if they are looking for a flourishing retail sector in Morningside.

All the bollards on **Morningside** Road. It's very hard for emergency vehicles to get through and causes traffic jams.

Some of the bollards placed for cycle lanes are downright dangerous and cause problems for pedestrians and car drivers. On Comiston Road the turn left travelling towards **Morningside** just before the ~Braidburn Valley Park Pentland Gardens, is a prime example. It is confusing for pedestrians and drivers alike. It is only a matter of time before there is a serious accident there.

I would prefer dedicated cycle lanes on Brougham Street and **Morningside** Road, as opposed to extra space for pedestrians. From what I observe they are not very much used by pedestrians

It's confusing when sometimes the barriers are for a widened pavement and sometimes for bikes in the same stretch e.g. **Morningside** Road. They need to look different so people can tell when they are walking in a bike lane or about to cycle into a barrier for a walking bit.

I would still like to see a more well thought out and planned widening of the footpaths along **Morningside** road and Bruntsfield place so that it accommodates widening of the path but still permits parking for blue badge holders and for deliveries. Perhaps widening the paths by a fraction.

**Morningside** Road is now confusing for cars, bikes and pedestrians. Please remove the bollards as soon as possible. The road will soon be very congested, and it is an accident waiting to happen. Lanark Road cycle lane near Gillespie Crossroads, outside the Nursery on the corner is very dangerous. As a cyclist using it only about 10 times so far, twice I have had to stop suddenly due to small children / doors opening suddenly.

## **Mobility**

Bruntsfield/**Morningside** Road/Comiston Road. It's made it difficult to live here. Walking is made more difficult- some lanes are for walkers, some for bikes - it's confusing and I constantly see old people walking

in bike lanes. There is nowhere for wheelchair users/ disabled people to park - they have not been considered at all. How those with sight loss are to cope I have no idea. Congestion for cars on Comiston Road/Morningside Road has got so much worse. I hate every single measure that has been brought into place in these areas. Local businesses have a bad enough time without this.

At present there is no way to tell if the bollard enclosed areas are for cyclists or pedestrians and they frequently stop and start at seemingly random intervals meaning that neither group have a safe place to exist in the road.

Furthermore these systems reduce traffic down to one lane which by itself is not a great issue but closes off entire thoroughfares to emergency vehicles that cannot safely stop there without closing off all traffic. Bruntsfield/morningside is a particularly egregious example of this.

Braidburn Terrace and **Morningside** Road. Congestion is awful, emergency vehicles struggle to get through. Elderly people sometimes need to be dropped off outside hairdresser etc and have been unable to do so.

Bruntsfield Place and **Morningside** Road are very busy roads as providing main access to city centre.

Having narrowed those roads down significantly, my key observations are:

- Increased traffic congestion (despite traffic being abnormally light due to Covid) given that so many more cars are now channeled through cause of other access roads being now closed off (by Spaces for People initiatives)
- Road accident dangers as due to cycle lanes the road has been narrowed and parking reduced for local residents (food delivery vans for example now park next to cycle lane infringing the little road space for cars that is left)
- Ambulance and Fire Brigade having trouble getting through ( witnessed on several occasions) as no room for cars left on road to make space sideways.

As previously pointed out the measures have been not been thought through and obviously not risk assessed. Closing Whitehouse Loan has just pushed traffic from a large road, which could have had a cycle lane to small roads like Clinton Road and Hope Terrace, which are not built for cars and where, before the closure of Whitehouse Loan, were quiet and safe for walkers etc. they are not now. This also applies to **Morningside** Road and impossible if emergency vehicles are using it, there is no where for cars to pull in.

the closure of Braid Road has significant effect on traffic movement on the south side - stop all parking on Braid Road near the entrance to the Hermitage but reopen the road to through traffic  
The narrowing of **Morningside** Road near the junction with Abbotsford Park causes problems when a bus breaks down and there is no room for vehicles to pass

I think that the measures down **Morningside** road and Comiston road are atrocious. I have witnessed a fire engine unable to get down the road due to traffic not being able to pull over. Have also seen people trip over them, and think overall they are more of a disadvantage and must be removed. In addition I think the closure of braid road is unnecessary and has serious effects on the traffic.

In principle segregation for cyclists is good, but to mix and match esp along Morningside Road is really badly designed. Is it a pedestrian bit, is it a cyclist bit? Very confusing. I know several people who have tripped and fallen with the new bollards in the street, and it's very difficult for delivery drivers/elderly who perhaps rely on their cars to stop briefly on **Morningside** Road.

When traffic returns to normal congestion in Edinburgh will be horrendous with these measures in place. Blockages at Ferry Road/Arboretum Road junction east/southbound, Ferry Road/Pilton Road junction northbound. Delivery access interrupted **Morningside**, Bruntsfield, Stockbridge, George IV Bridge. Barnton Avenue cycle route obstructed by widening pavement for non-existent school children. Appalling impact visually of extra street furniture generally.

Cycle lanes on comiston road and Buckstone terrace. Road closures on braid road and braids area and **morningside** road. Causes unnecessary traffic congestion and makes it difficult for people to access private driveways. Weren't consulted about these in the first place.

With the closure of Whitehouse Lane Cannan Lane etc there is no need for the cycle lanes on **Morningside** Road or Bruntsfield. Buses and deliver lorries have difficulty in these roads - as for ambulances.....! Look at each street to see if the width of walking (or cycle lanes) to see if they can be reduced

Comiston Road, **Morningside** Road, Silverknowes Road Should be reopened and restored to their formal state, access and beauty

As the recent weather has proven this is Scotland not Spain. The icing conditions and the failure to de-ice paved and cycle lane areas resulted in many accidents.  
The measures in Minto Street are very dangerous and pollution creating with drivers confused with the new layout.  
Buses cannot easily pass one another and in some places are driving on the other side of the road to get through. **Morningside** Road is a clear example of this. Motorists are in turn there forced into the bus lane downhill to avoid the buses coming up.  
The whole SFP is very poorly thought through. Stop wasting taxpayers money and repair our third world roads.

To access local shops ( ) now require right turn from Braid Hills Road onto Comiston Road. Slope dangerous in icy weather (early morning gritting not guaranteed). Therefore, loss of social interaction ( )  
Same problem for regular medical appointments near Comely Bank.  
Other concerns: 1. Tailback of traffic and congestion in Comiston Road - pollution for schoolchildren at S Morningside. Is this being measured?  
2. Emergency vehicles getting access through **Morningside** Road at peak traffic times especially when bin lorries in action. Spaces for people on road area, causes problems where space so tight.

In particular **Morningside** Road - dangerous to cross the road - buses often cannot pass each other due to narrow road - shopping/parking and visiting pedestrians have gone thanks to barriers - gutters now filthy as they are not cleared - cyclists exceed 20 mph limit coming down and add another hazard to pedestrians crossing and vehicles turning on to the main road.  
Comiston Road is a hazard with parking and cycle lane narrowing the main road from the south leading to the capital. The crazy zigzag driving lane driving south is an additional distraction causing a hazard.

Grave concerns about the ability of emergency vehicles to get through traffic in narrowed roads when cars have nowhere to pull to the side (e.g., **Morningside** Road, Old Dalkeith Road to ERI). Is Council happy to take responsibility for delayed ambulances/fire engines and the potential consequences?

I use the bus most days travelling through **Morningside**. Buses often have difficulties passing each other around the Churchill part of Morningside Road.

The single lane on the Maybury Road has also contributed to the road surfacing breaking up at this location.

**Morningside** road (outside the theatre / harvest garden shop).  
It causes a LOT of congestion during rush hour, as busses and cars cannot pass at the same time.

### **Natural environment**

I'm afraid the Braid road experiment has been a disaster. North bound it is used by a lot of traffic which doesn't go to **Morningside**, rather it forms off to the right for travel to North and east Edinburgh. The closure has environmental issues as well as inconvenience. The (supposed) initial purpose of Covid to allow walking & cycling to Hermitage was always rumbles as a lie. It was always to allow quieter cycling routes to be established further into town. This is evidenced by the appallingly low number of cyclists South bound (& north) on an average daily basis, of less than 25. Not the absurd figs claimed by EDC.

The closure of Braid Road has caused 2 way congestion on Comiston Road. The main campus of South **Morningside** Primary School is on Comiston Road and it has become busier with congested traffic as a result of road closures. The increase in vehicle emissions is noticeable when doing the school run. Open the roads and allow the traffic to flow. Fix the roads and make them safe for all road users.



Congestion has increased with the closure of Braid road causing long jams on Comiston Road with buses and other vehicles idling outside S **Morningside** Primary School. This is increasing pollution outside a school. This is contradictory to the council's objectives and shows the council does not care about children. It has also increased traffic down Braid Ave affecting walking to St Peter's primary from the south. Reduction in parking on Morningside road reduces accessibility to those who are disabled. The road is so narrow in parts here that 2 buses cannot safely pass

Road closures are a complete pain. The Cones in **Morningside** and Bruntsfield look very ugly and mean that the streets cannot be cleaned properly. Delivery lorries have to park in the middle of the road and hold up all the traffic. This means more pollution too.

Road's like **Morningside** Road will be gridlocked after COVID if these measures remain. Its nearly impossible to get past buses at bus stops and hence unnecessary queues are the result - causing more air pollution from stationary cars.

Why is Canaan Lane being blocked? Its already one way and mostly used by residents and already has a cycle lane on it. Nothing to be gained by its closure - moves more car's onto Morningside road as well.

Make Braid Road one way, with the spare lane for cyclists and pedestrians. In effect make a oneway system around Braid road and Comiston Road. At the moment, the closure of Braid Road makes entrance and exit for cyclists and wheel chair users dangerous - needs to be wide enough for bicycles with trailers and pushchairs etc to manoeuvre easily.

The congestion and pollution from vehicles on Comiston Road has increased when pedestrians are reliant on Comiston Road to get to schools and **Morningside** for shopping.

Keep on northern comiston road, north of greenbank crossroads.

Southern comiston road, south of greenbank crossroads - not sure it works. Haven't seen cyclists or pedestrians use much. in and out of parking bays and not kept clear of snow - worst than pavements or roads.

Lanes are too narrow, causing unnecessary queues on main roads such as **Morningside** Road, Comiston Road, Forrest Road , thereby causing pollution. Bollards and road signage are difficult to interpret.

Please remove the closure of Braid Road, the congestion on Comiston Road it causes is completely unfair for the people who live on that road!

There's children walking to **Morningside** Primary school on that road and due to Covid the school needs to open the windows to circulate the air and the air coming from Comiston Road stinks, quite frankly. It's loud and badly congested. Not a good solution at all. Nobody goes on a full lockdown walk anymore, the dynamic has changed. People will eventually go back to work and will be more likely to have time to go to the Hermitage on the weekends only. No point of closing it. [REDACTED] the Hermitage and the traffic in Braid Road has never been a problem at all, prior to the closure.

The closure of Braid Road in conjunction with spaces for people spaces/cycle lanes on Comiston Road, Morningside has caused significant local traffic congestion, which will increase once covid restrictions end. It pushes traffic onto other local roads to avoid the closure/congestion - not to mention the increase in pollution outside South **Morningside** Primary School.

**Morningside** Road was narrow enough before these measures and maintaining them going forward on what is already a busy bus route will only make things more congested and therefore create more pollution, which is exactly what you are trying to reduce apparently.

The quiet cycle route to meadows is not needed

Very few people use it

Roads ( especially whitehouse loan ) are wide and a cycle Lane could easily be made without road closure , Canaan lane has a safe cycle lane already

Cars are diverted onto quiet residential roads or the bumper to bumper **morningside** road

Causing more pollution as sat in traffic jam

All shoppers and people living along route will have much greater pollution very few people live on route that is now closed

So will be detrimental to more peoples health

Shops in morning side will suffer as people will avoid coming as sat in traffic jam



Closure of Braid Road has caused **Morningside** Grove to be a noise and fume filled rat run. Traffic is much heavier than before Braid Road was closed. Traffic is avoiding the backed up main road. Applies to roads in Greenbabb too.

Braid Road needs to reopen as the congestion now on **morningside** Road at rush hour is awful. The air pollution at these times when children are walking to and from school is probably at dangerously high levels.

Recent experience of the extended footpaths in **Morningside** Road during the snowy weather in February has shown that just as they trapped snow, they will become traps for litter, leaves, grit and dust- perfect conditions for weeds to take root.

Please open braid road as all the traffic now passes south **morningside** primary school increasing pollution for children in playground

Crucially Braid Road must be re-opened in both directions as all the profound problems I identify flow directly from its closure especially the permanent southbound traffic jam on **Morningside** & Comiston Roads with associated toxic pollution and noise which is killing the residents including my family and 5 year old child and also the multiple dangerous rat runs.

**Morningside** Road is not wide enough to have measures on both side - one side at the most. Buses and large vehicles are often stuck, pollution grows.

I think the measures in **Morningside** Road and Comiston Road should be removed as they are causing congestion and pollution, as well as many delays and problems for shoppers and delivery drivers. The measures round Whitehouse Loan make it difficult for parents/grandparents ( ) to park when delivering/collecting children. It was fine before with the lollipop lady.

**Morningside** Road every day. During last summer, when traffic was a bit more normal, I really noticed the effects of increased (compared to pre pandemic) pollution on my breathing.

Closing Braid Road is an unjustifiable travesty - cutting off a major artery into and out of town and causing increased congestion & air pollution on **Morningside** and Comiston Roads. Needs to fully reopen. Closing Whitehouse Loan has caused a "rabbit run" of traffic seeking alternative routes around another significant thoroughfare.

Open Canaan Lane and Whitehouse Loan as all you are doing is funnelling traffic on to **Morningside** Road causing more traffic congestion which in turn, causes more pollution.

The road closures at Whitehouse Loan and Canaan Lane are driving traffic onto **Morningside** Side Road and Kilgraston Road. The increase of traffic on Morningside Road is increasing pollution for pedestrians and the increase of traffic on Kilgraston Road and Mortonhall Road is a real road safety issue for the large numbers of pedestrians given speed of traffic and people trying to access Blackford Hill. The benefit of a very small number of cyclists is being used to justify something that is very prejudicial to a large number of pedestrians. The fact that cyclists will be able to go at considerable speed on the downhill section is also of danger to pedestrians.

In my view, all of the measures increase congestion and raise the risk of accidents. The measures in Braid Road, **Morningside** Road and Bruntsfield are particularly bad, since they narrow the road so much, increasing the risk of accidents, dramatically increasing congestion and pollution, and having a very negative effect on businesses in the area, which all conspire to make these areas less desirable to live and shop in.

Measures must be removed from Braid Road. The closure of Braid Road to traffic has had an dreadful impact on traffic on Comiston Road. Cars are idling/stationery, creating huge levels of pollution which has a detrimental affect on children, pedestrians and cyclists. Restricting traffic on Braid Road cannot be justified as pedestrians, children and cyclists are minimal in comparison to Comiston Road near **Morningside** and South Morningside Primary. Measures should also be removed on Comiston Road/Pentland Terrace as these are creating more of a hazard for those who use the road.

The closure of Braid Road is causing more congestion and pollution on the main road to and from Morningside.

### **Parking-related**

There is no need for Silverknowes Parkway as the road is plenty wide enough for leisure & cars - put in cycle lanes if you want but please reopen the road.

Braid Road & Morningside Road measures have made parking & traffic in **Morningside** horrendous. Please remove both.

**Morningside** road is missing.

For local shops to compete with big out of town stores you need to have parking. Removing it will kill these shops and ruin our high streets.

Congestion has increased with the closure of Braid road causing long jams on Comiston Road with buses and other vehicles idling outside S Morningside Primary School. This is increasing pollution outside a school. This is contradictory to the council's objectives and shows the council does not care about children. It has also increased traffic down Braid Ave affecting walking to St Peter's primary from the south. Reduction in parking on **Morningside** road reduces accessibility to those who are disabled. The road is so narrow in parts here that 2 buses cannot safely pass

Comiston road / braid road are main arteries into the city and are already vital to reduce congestion as more and more houses are built at Fairmilehead / frogston. So need full lanes as few cyclists using lanes **Morningside** will die as a shopping area with no parking

Open Braid Road, remove bollards on cycle lane, consider time slots for cycle lane or remove entirely on Comiston Road, parking bays re-instated **Morningside** and Bruntsfield.

Measures in **Morningside** and bruntsfield have created chaos and possible dangers at times - vans and cars double parking for deliveries and pick ups, pedestrians accidentally walking in cycle lanes. Cycle lanes on Comiston road have created dangerous parking where drivers and pedestrians have to cross a cycle lane hidden behind cars to get to the pavement. I have seen very very few cyclists using the cycle lanes.

Possibly reopen some of the pedestrian spaces as parking spaces for blue badge holders, i.e on Bruntsfield Place or **Morningside** Road.

Remove the parking restrictions on **Morningside** Road. With cars now displaced to try to find parking on side streets it's becoming dangerous for pedestrians. Leaving parking on Morningside Road is actually safer since cars are less likely to park in more dangerous ways. There's now a lot of parking on double yellow lines at junctions, which didn't happen before.

Braid Road and all the blocked car parking spaces on **Morningside Rd** and in Bruntsfield. And Canaan Lane closure.

Open Braid Road. This has caused major disruption, congestion,, and rat-running in residential areas. Improve parking in **Morningside** and Bruntsfield: present restrictions severely impact on disabled people. Stop rat running in Cluny Drive. And do not introduce modal filters which would cause increase in traffic at dangerous junction at east end of Cluny Drive.

Shopping in Bruntsfield and **Morningside** is more difficult and dangerous. Bad effect on local shops. Cycle and pedestrian ways are incomplete this forces users in to the road. Very limited parking on side roads with impact on residents.

Don't close brain road at the hermitage. Congestion is now much worse on Comiston road.

Shops will be affected by lack of parking on **Morningside** road.

Comiston Road protected cycle lane is going to cause an accident either for a disabled person having to exit

their car in between two lanes, or by someone crashing into the barrier.

Remove the extended pedestrian areas from **Morningside** Road. Restore the parking spaces which were removed. The removal has damaged the business community considerably.

Bicycle lanes just being installed now March 2021 one year after the worst of the pandemic and hardly used at all by cyclists!! Not safely thought out as cycle lanes with bollards going round a bend with traffic islands in middle of road, squashing buses and cars in the road, ridiculous. Suggest you try some common sense. Also widening pavements in **Morningside** no one can park to visit local shops. Unfortunately we cannot all walk far and need reasonably close parking as there was until last year!!!! Disabled cannot even get into the bank in Bruntsfield as no bays left hardly!! If you actually send people round to observe you will see that cycle lanes and people walking lanes are in actual fact hardly used and it takes twice as long to get anywhere therefore burning up more fuel!!

██████████ morningside road but I do feel sorry for the shop owners who rely on customers that require parking in the area. Not everyone is mobile!

The closure of Whitehouse Loan at James Gillespies Primary School is more logical but the present system is causing difficulty throughout the day. Much more sensible to close this section only at start and end of school day as many other schools do.

Markings on road on Comiston Road etc to accommodate cyclists are unique and really dangerous!

**Morningside** Road has lost most of its parking places to allow for cycle lanes. This was a vibrant local shopping centre and residential area but will really suffer in future from the loss of these parking places.

Traffic lights at Greenbank/Comiston Road have always caused delays and frustration. This situation will worsen once normal traffic resumes. Removing access to Braid Road exacerbates this problem. Restricting parking in **Morningside** Road will restrict access to businesses for those living in southernmost suburbs, thereby reducing footfall and threatening those businesses.

Roads with walking spaces outside shops, such as on **Morningside** Road, could be returned to parking to benefit local businesses. As risk of Covid transmission outdoors is minimal, these seem unnecessary. Would be happy to preserve protected lanes for cycling.

I'd like to see more car parking removed from roads like **Morningside** Road, and given to pedestrians and cyclists. It's not used by shoppers anyway, it just gets block-parked by shop owners. Fair enough to have a few bays for deliveries but can we please see some enforcement of these.

## Safety

. These measures are not the way to stop cars. Also - we live in Scotland. Outdoor dining is a European dream that exists for about 2 months in this climate. It's not an economically sustainable option for more businesses; nor does the city accommodate it well.

We do not need these so-called safe spaces - I have actually seen more incidents and accidents on **Morningside** Road since they were established. Cyclists don't have enough room -the allotted space is finite and they're not at all people friendly- major trip hazard.

All of the Morningside, Braid, Comiston and Fairmilehead measures are absolute lunacy.

They are ugly, greatly inconvenience drivers and businesses and will drive away business and footfall. They are dangerous - non continuous cycle lanes are useless, and there is barely enough space for two vehicles to pass each other in safety now.

Parking spaces for elderly and disabled people are now in madly dangerous positions on the main road. Is no common sense used at all?

Also you have greatly increased congestion on Comiston Road. Hardly a green policy.

Remove all these ridiculous measures and open up Braid Road in both directions again.

An accident waiting to happen at most points. Were are making busy and tight areas busier and tighter. Im on **Morningside** Road and bruntsfield Road most days and there is normally always an argument or disagreement.

George Watsons school seems to be missing as a choice - over 2000 pupils who walk / use buses and car transport - huge issue for congestion possible accidents of children crossing **Morningside** road and comiston road and dodging bikes and congested traffic

██████ **Morningside** Road and it has been a nightmare since introduced , it has seriously impacted local businesses and made it more dangerous for cyclists.

The measures in place on Comiston Road and **Morningside** Road cause severe congestion. And increase pollution.

There is no social distancing issue on Comiston Road. Closure of Braid Road northbound will cause congestion as we come out of the pandemic. Measures taken have isolated communities. Whilst trying to encourage local shopping the measures have prevented many from going to Morningside.

Measures in **Morningside** and bruntsfield have created chaos and possible dangers at times - vans and cars double parking for deliveries and pick ups, pedestrians accidentally walking in cycle lanes. Cycle lanes on Comiston road have created dangerous parking where drivers and pedestrians have to cross a cycle lane hidden behind cars to get to the pavement. I have seen very very few cyclists using the cycle lanes.

██████████████████. Bruntsfield Place and **Morningside** Road are very busy roads as providing main access to city centre.

Having narrowed those roads down significantly, my key observations are:

- Increased traffic congestion (despite traffic being abnormally light due to Covit) given that so many more cars are now channeled through cause of other access roads being now closed off (by Spaces for People initiatives)
- Road accident dangers as due to cycle lanes the road has been narrowed and parking reduced for local residents (food delivery vans for example now park next to cycle lane infringing the little road space for cars that is left)
- Ambulance and Fire Brigade having trouble getting through (which I have witnessed on several occasions) as no room for cars left on road to make space sideways.

Most roads such as **Morningside** Road are not wide enough to accommodate the measures and increase danger from poorly parked delivery vehicles or cars. The traffic lanes are not wide enough to accommodate buses therefore causing congestion when they try to pass certain points on the road. It makes the road more dangerous as some frustrated drivers try to overtake buses attempting to pass through bottlenecks. Pedestrians rarely use the extra space as it is second nature to walk on the pavement. There also aren't consistent additional walkways making it confusing for users. I never know if they are lanes for cyclists or extra space for pedestrians.

I think that the measures down **Morningside** road and Comiston road are atrocious. I have witnessed a fire engine unable to get down the road due to traffic not being able to pull over. Have also seen people trip over them, and think overall they are more of a disadvantage and must be removed. In addition I think the closure of braid road is unnecessary and has serious effects on the traffic.

Remove the parking restrictions on **Morningside** Road. With cars now displaced to try to find parking on side streets it's becoming dangerous for pedestrians. Leaving parking on Morningside Road is actually safer since cars are less likely to park in more dangerous ways. There's now a lot of parking on double yellow lines at junctions, which didn't happen before.

Review **Morningside** Road, which now is too narrow for two buses, delivery lorries etc. Too many dangerous bollards for cyclists and pedestrians.

Shopping in Bruntsfield and **Morningside** is more difficult and dangerous. Bad effect on local shops . Cycle and pedestrian ways are incomplete this forces users in to the road. Very limited parking on side roads with impact on residents.

The quiet cycle route to meadows is not needed  
Very few people use it  
Roads ( especially whitehouse loan ) are wide and a cycle Lane could easily be made without road closure ,  
Canaan lane has a safe cycle lane already  
Cars are diverted onto quiet residential roads or the bumper to bumper **morningside** road  
Causing more pollution as sat in traffic jam  
All shoppers and people living along route will have much greater pollution very few people live on route that is now closed  
So will be detrimental to more peoples health  
Shops in morning side will suffer as people will avoid coming as sat in traffic jam

Implementation of measures in **Morningside**/Bruntsfield has made it more dangerous for everyone. [REDACTED]  
[REDACTED] bike lanes have been shut, or open bike lanes are now ambiguous with pedestrians using them as well. Cyclists feel vulnerable by being pushed into the narrowed road and I suspect that pedestrians feel vulnerable due to cyclists on "shared" paths. Needs a better implementation (even from the position of someone who broadly favours the spirit of the measures)

**Morningside** road is more dangerous for cyclists with the pedestrian lanes

**Morningside** Road is a disgrace. All measures should be removed for the safety of pedestrians and cars, and to get rid of the eyesore barriers.

Some of the measures in **Morningside** road are badly designed and simply mean that especially delivery drivers park badly and actually make it more unsafe than before. Further thought needs to be given to improving delivery access but also more pick up/drop off points for disabled people using taxis

In principle segregation for cyclists is good, but to mix and match esp along **Morningside** Road is really badly designed. Is it a pedestrian bit, is it a cyclist bit? Very confusing. I know several people who have tripped and fallen with the new bollards in the street, and it's very difficult for delivery drivers/elderly who perhaps rely on their cars to stop briefly on Morningside Road.

The increased walking spaces on **Morningside** road are confusing and dangerous for cyclists. They should be replaced by a clear cycle lane all the way from comiston road to princes street, instead of being added in bits which force cyclists to move over the road (increasing risks of accidents with cars/buses)

[REDACTED],  
roads are full of potholes. Confusing particularly **Morningside** where pedestrians use space and [REDACTED]  
cycle on road very close to traffic due to reduced space. Lanark Road accident waiting to happen.

The extra space created for walkers are definitely not justified in Bruntsfield.  
**Morningside** Road and Portobello High Street are not wide enough to allow for designated extra space for walkers.  
The new layout has disadvantaged and endangered cyclists. Consideration should be given to shared Cyclist/Pedestrian space where possible.

The traffic around comiston road and south **Morningside** primary is horrendous and dangerous for children. Cluny Drive is now a rat run.

**Morningside** road is now more scary as a driver with busses barely managing to pass each other,  
Bruntsfield pavements were already wide enough so remove  
Commission Road I travel on nearly everyday and I've seen a handful of cyclists use the cycle lane and outrageous disabled spaces in the middle of the road. Remove. Stockbridge save the businesses keep parking!

Watched as car heading south and turning left from Comiston road nearly took out a cyclist hidden by the

parked cars in the new parking lanes. No accident today....

██████████ I think teaching children that it's ok to step off the kerb onto the road in some areas ( where there are barriers) will lead to children and adults stepping out without looking and will lead to accidents.

Whitehouse loan is already a wide safe road and the closures seem illogical here. ██████████  
██████████. Repairing potholes would be a better use of council money as these are the main hazard at present.

As above - space for walking on North Bridge and Bruntsfield / **Morningside** has increased danger for cyclists by narrowing the road leaving them to negotiate impatient drivers.

I think the altered layout of roads such as Lanark road & **morningside** road are unsafe

Road closures cause congestion elsewhere

the cycle lanes on comiston road are DANGEROUS. They are always full of debris and the road markings direct traffic INTO the bike zone.

also it is so dangerous for cyclists on **morningside** road and at Bruntsfield as those ridiculous cones force cyclists into the traffic route. It's a disaster.

E.g **Morningside** Road is too narrow. Cycle lane becomes a pedestrian lane so not consistent. Pedestrians stepping on and off the road. 2 buses have difficulty passing e.g at Churchill Theatre. Floating parking bays dangerous to get out of car. Difficult access to driveways, dangerous sight lines. Need right filter traffic lights if pushing all traffic onto Comiston Road but still need to go East.

Ridiculous and dangerous to retain restrictions on Braid road and Braidburn terrace. Causing extensive tailbacks of traffic all the way to **Morningside**. Bike lane use is minimal and certainly doesn't justify current restrictions being extended indefinitely.

██████████ **Morningside** and Bruntsfield, the bricks and posts to segregate cars and bikes are dangerous to cyclists and probably pedestrians crossing the road, the only improvement needed is to widen the pavement opposite Waitrose.

60 words isn't enough here, Lanark Rd is dangerous to cyclists now, with the parked cars and cycle lane

I find the measures are generally ill thought through, and indeed increase risk and danger on our roads. Along Bruntsfield and **Morningside**, my feeling is that the actions taken are actually increasing the risk and danger on the roads. There are areas where the roads are almost too narrow for busses to pass (Churchill), they are more dangerous for cyclists and pedestrians (Comiston Road) and indeed more difficult for our businesses to benefit from passing trade which it would have otherwise.

The closure of braid road makes it really hard to get places. The walking lanes in bruntsfield **morningside** and on old Dalkeith road make it less safe and more awkward and difficult to cycle. It discourages me from wanting to cycle. Overall it's a terrible scheme for cyclists drivers with disabilities (of any kind!) and anyone with anxiety of any sort.

**Morningside** road remains dangerous for cyclists. Cycle lane required on the uphill at least, both directions if possible. Removing the additional pedestrian space if required to enable that. Not because I think cyclists are more important than pedestrians, but because it's a safety issue. Post-pandemic, additional pavement space will not be required on safety grounds alone.

Whilst it is good to reduce pollution this is a waste of time as traffic is just building up and dangerous in other areas

Braid road being closed is so unsafe as all traffic now pushed to **Morningside** road and traffic build up outside the primary school it does not make sense

The same for kannan lane as cars cutting through astley ainslie hospital

In particular **Morningside** Road - dangerous to cross the road - buses often cannot pass each other due to narrow road - shopping/parking and visiting pedestrians have gone thanks to barriers - gutters now filthy as they are not cleared - cyclists exceed 20 mph limit coming down and add another hazard to pedestrians

crossing and vehicles turning on to the main road.

Comiston Road is a hazard with parking and cycle lane narrowing the main road from the south leading to the capital. The crazy zig-zag driving lane driving south is a additional distraction causing a hazard.

There are far more dangerous obstacles to school children, and I believe these measures add to them in places. e.g the corner of Comiston Road and **Morningside** Drive, there was a petition raised for years to get a lollipop person there as it's a dangerous section. Drivers frustrated by the current measures will only drive recklessly!

The measures have been a complete disaster - really dangerous for cars and cyclists, especially in the dark. Much worse congestion e.g. on Comiston Road. **Morningside** Road now almost unmanageable - no pedestrians use the off-pavement space in my experience, and yet things have become much more dangerous for cyclists and motorists, plus parking to use local businesses now near impossible.

### **Urban environment**

These measures are unsightly - a political statement by Edinburgh City Council.

They are ugly, unsightly and nothing but a nuisance on **Morningside** Road.

Please remove.

Road closures are a complete pain. The Cones in **Morningside** and Bruntsfield look very ugly and mean that the streets cannot be cleaned properly. Delivery lorries have to park in the middle of the road and hold up all the traffic. This means more pollution too.

**Morningside** Road is a disgrace. All measures should be removed for the safety of pedestrians and cars, and to get rid of the eyesore barriers.

### **Usage**

Bruntsfield/**Morningside** Road/Comiston Road. It's made it difficult to live here. Walking is made more difficult- some lanes are for walkers, some for bikes - it's confusing and I constantly see old people walking in bike lanes.

George IV Bridge in particular where the cycle path cuts right across where the bus stop is. From experience a lot of cyclists are inconsiderate and I think there is too much chance of an accident happening at places like this.

I've had experience of the cycle route across the pavement at the Mound and St Andrew Square and have witnessed several near misses.

In **Morningside** Road bollards have been placed to give extra room for pedestrians. Not only does this take away space for disabled drivers etc very few people in my experience are using this extra space.

A pavement extension should be continuous or if discontinuous should be strategically placed outside busy shops or areas prone to queuing. Many pavement extensions meet neither of these criteria (the one outside 74 **Morningside** Road is a good example) and are not used by pedestrians often enough to justify the road space they take away and should be removed as they detract from the overall perception of SfP schemes.

Most roads such as **Morningside** Road are not wide enough to accommodate the measures and increase danger from poorly parked delivery vehicles or cars. The traffic lanes are not wide enough to accommodate buses therefore causing congestion when they try to pass certain points on the road. It makes the road more dangerous as some frustrated drivers try to overtake buses attempting to pass through bottlenecks. Pedestrians rarely use the extra space as it is second nature to walk on the pavement. There also aren't

consistent additional walkways making it confusing for users. I never know if they are lanes for cyclists or extra space for pedestrians.

Lanark Road / Inglis Green scheme has had a vast number of well-founded objections ;but it has been driven through regardless and isn't even included in this study.

I'd like to see Comiston Road, Lanark Road and **Morningside** schemes taken out and the roads and pavements fixed. I would expect to want many others removed but because of Covid I [REDACTED]

The widened pedestrian access on **Morningside** road is little used and simply pushes traffic into other areas in search of short stay parking.

The city is for living in and cars are a part of that. [REDACTED]

I doubt there has been a single increased cycle journey or walk from the measures introduced in **morningside** and comiston road

Ridiculous and dangerous to retain restrictions on Braid road and Braidburn terrace. Causing extensive tailbacks of traffic all the way to **Morningside**. Bike lane use is minimal and certainly doesn't justify current restrictions being extended indefinitely.

I would prefer dedicated cycle lanes on Brougham Street and **Morningside** Road, as opposed to extra space for pedestrians. From what I observe they are not very much used by pedestrians

## Edinburgh Location Analysis Q8

### Business Comments

Join up the bike routes through shopping areas (**Morningside**/Bruntsfield) rather than have them start and stop.

Increase and improve consistency of measures on **Morningside** road outside shops.

Braid road to remain closed to all traffic.

Meadows to greenbanks to get improved signage and pretty planters.

Make holyrood park 100% car free.

Cycle lanes on comiston Rd make sense, the random bollards on **morningside** Rd do not. It just makes congestion worse, makes public transport slower and less effective and is killing local businesses that rely on passing trade.

You cannot close off local shopping roads like **Morningside** Road/St Johns- you will kill local businesses already suffering.

Some of the cycle lanes are ill thought out, little used and frankly ridiculous- for example ones running up Comiston Road all the way to Fairmilehead on the boundary of the city!.

**Morningside** Road would benefit from a more detailed analysis. Many of the wider pavements are an improvement; some of the reduced parking may impact businesses.

All segregated cycle ways and quiet routes should remain.

It is essential all Sfp measures remain in place. We must harness the benefits Sfp brings for health, community cohesion, local businesses and climate change mitigation. For example, I have seen how essential Sfp measures on Bruntsfield Place and **Morningside** Road are for local businesses to serve customers in a socially-distanced manner. Segregated cycle lanes make sustainable transport a safer option for so many people, helping Edinburgh to meet vital climate change targets it will not otherwise meet. And so on.

**Morningside** Road remains congested, partly because of the volume and nature of the traffic. The



measures have increased the problem and are unpopular with some residents and traders. A way must be found to minimise through traffic and allow only deliveries, buses and local residents in Morningside Road. Public information about bus services and higher parking charges might help. also dissemination to traders of information about relative spend of shoppers arriving by car/by bike/on foot/by bus (e.g. Sustrans research.)

I think the measures should go further. Close more roads to unnecessary traffic and allow access only for those in need. Can you do a questionnaire in the shops on **morningside** road. There is false information going around that the measures prevent shoppers coming by car. But surely most shoppers are local and walk there. Thanks to you, you're doing a great job!

**Morningside** Road has lost most of its parking places to allow for cycle lanes. This was a vibrant local shopping centre and residential area but will really suffer in future from the loss of these parking places.

Restrictions on **Morningside** Rd are crippling small businesses.  
Restrictions on Craigmillar Park are causing problems for access to homes, and a very dangerous lane system.

I use the pedestrian/ cycle lanes on **morningside** Road and comiston Road every day and it reassures me to use local shops without using my car...as its safe to walk with social distance on these sometimes busy roads with school walkers.

I have observed more and more families cycling and walking to and fro school and for leisure in weekend which is great and hopefully reduces exhaust fumes.

### **Congestion comments**

**Morningside** Road needs to re-evaluated. The extra space for pedestrians is useful where the pavement is particularly narrow but is unnecessary in other places. It causes delays to traffic as buses can't pass each other in some areas.

Cycle lanes on comiston Rd make sense, the random bollards on **morningside** Rd do not. It just makes congestion worse, makes public transport slower and less effective and is killing local businesses that rely on passing trade.

Some measures make sense on paper but implementation is ill thought out. Cycle lanes on Comiston Road and **Morningside** are confusing and dangerous and do little to make cycling safer - from a cyclist and driver perspective. And some of the road closures simply congest other roads nearby.

I am sorry, but the Spaces for People has just been completely ill thought out & fairly disastrous for Morningside. The closure of Braid Road has been ridiculous and **Morningside** Road is a total car park. 90 minutes from Fairmilehead to Morningside on the bus...!!!

I am very concerned about the way traffic has been sent to other streets, causing much more pollution on those streets and restricting normal traffic flow. Braid Road closure has caused a great deal of this, impacting on Cluny Gardens (west end) and **Morningside** Road. Walking around the centre of Morningside is no longer a pleasurable experience.

**Morningside** Road remains congested, partly because of the volume and nature of the traffic. The measures have increased the problem and are unpopular with some residents and traders. A way must be found to minimise through traffic and allow only deliveries, buses and local residents in Morningside Road. Public information about bus services and higher parking charges might help. also dissemination to traders of information about relative spend of shoppers arriving by car/by bike/on foot/by bus (e.g. Sustrans research.)

I would suggest to go further still/ Some roads could be made one way to create more opportunities for walk and cycling ways. A horrendous Rd is **Morningside** Rd, which is always full of traffic and feels stressful and polluted.

I have no objection to improving people space at James Gillespie's Primary School but I do object to closure of Whitehouse Loan which is currently in a trial stage. It has pushed

traffic onto Hope Terrace, a cobbled street which the City has badly neglected in terms of repairs in recent years. The street simply cannot handle more cars.

I also object to the closure of Cannan Lane - my garage is there and I will now have to go into **Morningside** Road and Woodburn Terrace to access it. Cannan Lane takes traffic away from Morningside Road!

I also object to the closure of Cannan Lane - my garage is there and I will now have to go into Morningside Road and Woodburn Terrace to access it. Cannan Lane takes traffic away from **Morningside** Road!

If anything the reopening of Braid Road in both directions would greatly improve the traffic congestion on Comiston Road and **Morningside** Road during rush hours. Fines for cyclists not using their cycle lanes as it is rather annoying since the cars have lost space already.

Cycle lanes on wider roads - in **morningside** the concrete blocks and poles are making it VERY dangerous for cyclists forced into the road and serious congestion with pollution which affects walkers and cyclists. In many places the extra widening of pavements with artificial blocks/poles is excessive and to the detriment of other users of the space.

### **Consultation**

I think the measures should go further. Close more roads to unnecessary traffic and allow access only for those in need. Can you do a questionnaire in the shops on morningside road. There is false information going around that the measures prevent shoppers coming by car. But surely most shoppers are local and walk there. Thanks to you, you're doing a great job!

Additional space for distancing in morningside and Buckstone us useful during pandemic times but as the levels of covid fall I feel the utility of this shuld be reviewed.

### **COVID-19**

Additional space for distancing in morningside and Buckstone us useful during pandemic times but as the levels of covid fall I feel the utility of this shuld be reviewed.

### **Disability**

The demarcation barriers on Morningside Road are clumsy and a trip hazard for visually impaired users.

Morningside road - the spaces for people spaces need to be filled in to make them easier to walk on/ use prams and wheelchairs on.

### **Health**

The pollution, present closures is causing to residents and school pupils of streets like Morningside Road, Comiston Road is extremely dangerous to health.

### **Infrastructure (suggestions)**

The Greenbank- Meadows Quiet Route has transformed my cycle commute to work - would love to see the modal filters originally proposed for the south end reinstated - please don't reopen Braid Road as this will just let cars flood back onto these roads. Please keep the widened pavement areas on **Morningside** Road too as it's very busy with pedestrians and the pavement is so narrow.

Join up the bike routes through shopping areas (**Morningside**/Bruntsfield) rather than have them start and

stop.

Definitely keep the Greenbank to Meadows quiet route, which is essential link to cycle safely to work and school. Needs better signposting. Check the width of barriers -- may not be enough space for cargo bikes, wheelchairs. Retain wider pavements on **Morningside** Road. Caanan Lane road surface is dangerous and needs resurfacing.

**Morningside** road really needs a proper build out of pavement space to allow contiguous routes for pedestrians throughout it's length.

All SfP cycling projects need better junction protection for pedestrians and cyclists.

As the vaccine spreads and pandemic recedes, turn current SfP measures designed for pedestrians over to cyclists. This will create decent, lengthy cycle lanes, not the existing hotchpotch of people then bikes eg **Morningside** Road and St John John's Road. The current design is dangerous, pushing cyclists into traffic, and fuelling anti-cycling sentiment from drivers.

Please consider changing **morningside** road pedestrian spaces to one solid cycle lane the whole way.

Pavement on **Morningside** Road is very narrow in places, so important to have wider area for pedestrians.

**Morningside** Road - opposite Waitrose. Footpath is extremely narrow and needs widened. (It has been this way for many years but no corrective action has been taken.)

**Morningside** Road needs wider pavements and cycle lanes. Parking on side streets only?

Wider pavements on **Morningside** Road with level surface, rather than bollards on road, to prevent accidents from tripping over edge of pavement. Pedestrianised spaces e.g. outside M&S. Moveable bollard/barrier to close roads (e.g. Cannan Lane) for short periods of time when schools start/finish, but without disruption at other times.

Reducing the gaps in the **Morningside** and Dalry Road measures would be helpful.

Roadworks-type signs to indicate the measures are unattractive and can be confusing. Use of HEAVY planters for road closures rather than cones+armco. If certain drivers can move it out of the way, they will.

3) **Morningside** Road - it's just not wide enough to accommodate sufficient separated, protected space for everyone. It's not very clear whether the lane next to the pavement is a cycle or pedestrian area . Not sure what to suggest, it's a mess. Should cyclists be directed to other, quieter streets?

**Morningside** road walking spaces are confusing as the one going down the hill looks like a cycle path until you get to the bollard at the end. It should either be only a cycle path or only a walking path and blocked off from cyclists entering it. During the snow, the cycle paths were not cleared - there needs to be a way to deal with adverse weather. A cycle path on Grange Road would be useful with a one way traffic system if too narrow for cars.

**Morningside** road would benefit from having a protected cycle lane, in place of the space for walkers.

As a driver, **Morningside** road is usually busy and can be tight at the best of times due to delivery vehicles and busses at bus stops. Having cyclists on the road creates a) slower speeds causing congestion b) an unsafe overtake on a tight busy road.

Cycle lanes on **Morningside** Road, ie from Greenbank northwards, would be really helpful. It's a narrow road, and busy, so cycling there is stressful, particularly with children. Not sure about reopening Braid Road southbound. Worried about speed of cars!

The major problem with the implementation to date is that it has NOT been thought through properly and the routes are usually only part routes and/or cars and traffic are not properly divided. The bollard system on Comiston/**Morningside** road is shambolic and makes less room for cyclists/drivers that I think it is more dangerous- [REDACTED] Braid road closure has also resulted in a HUGE increase in

traffic on Comiston road.

Some widening off the footway along **Morningside** Road seems absolutely pointless at around half a meter. This may as well have been made permanent straight away rather than using tax payers money for something so narrow through temporary segregation.

**Morningside** road would be much better with proper materials and a segregated cycle Lane uphill.

Lots of the current cycle lanes are not consistent - they often just stop - or are constantly blocked by parked cars or other obstacles. Many of the current 'increased space' measures are poorly conceived. The most obvious examples of the above are **Morningside** road and George IVth

In some places, it is not clear what is a pavement extension (i.e. space for pedestrians) and what is a protected cycle lane. Some places (e.g. **Morningside** Road) both are used and look very similar.

I would love it if **Morningside** Road could be made more pedestrian and cycle friendly but the measures put in for covid are too piecemeal, it doesn't feel helpful.

Only retain where existing measure that widen a narrow pavement (less than 1.5 meters) or a pavement that has with congested areas at bus stops e.g. bus stop on **Morningside** Road opposite Falcon Road.

### **Mobility**

As a driver, **Morningside** road is usually busy and can be tight at the best of times due to delivery vehicles and busses at bus stops. Having cyclists on the road creates a) slower speeds causing congestion b) an unsafe overtake on a tight busy road.

**Morningside** Road remains congested, partly because of the volume and nature of the traffic. The measures have increased the problem and are unpopular with some residents and traders. A way must be found to minimise through traffic and allow only deliveries, buses and local residents in **Morningside** Road. Public information about bus services and higher parking charges might help. also dissemination to traders of information about relative spend of shoppers arriving by car/by bike/on foot/by bus (e.g. Sustrans research.)

**Morningside** Road is a joke. Far too narrow and busses can't pass each other. Good luck with a bus and a fire engine meeting each other you utter utter clowns.

### **Natural environment**

The pollution, present closures is causing to residents and school pupils of streets like **Morningside** Road, **Comiston** Road is extremely dangerous to health.

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I would suggest to go further still/ Some roads could be made one way to create more opportunities for walk and cycling ways. A horrendous Rd is **Morningside** Rd, which is always full of traffic and feels stressful and polluted.

Cycle lanes on wider roads - in **morningside** the concrete blocks and poles are making it VERY dangerous for cyclists forced into the road and serious congestion with pollution which affects walkers and cyclists.

### **Parking-related**

**Morningside** Road has lost most of its parking places to allow for cycle lanes. This was a vibrant local shopping centre and residential area but will really suffer in future from the loss of these parking places.

The measures currently in place are also effective in preventing cars parking on pavements and also speeding. They have greatly improved pedestrian experience for example all along **Bruntsfield** Place and

Morningside Road where several schools come out at busy times.

Morningside Road has lost most of its parking places to allow for cycle lanes. This was a vibrant local shopping centre and residential area but will really suffer in future from the loss of these parking places.

### Safety

The demarcation barriers on **Morningside** Road are clumsy and a trip hazard for visually impaired users. The traffic on Comiston Rs is terrible, need to get people out of their cars.

There is a real need for additional traffic calming on high streets with spaces for people. **Morningside** road in particular (my local high street) has some traffic travelling very fast, very close to people walking in the spaces for people locations. They just ignore the speed limit as it's an open straight road.

It's really important to improve the existing measures. There are some real problems eg **Morningside** Rd turning left into Church Hill where the segregation brings bikes into conflict with vehicles, and Dundee St where the road width and cycle space varies.

Wider pavements on **Morningside** Road with level surface, rather than bollards on road, to prevent accidents from tripping over edge of pavement. Pedestrianised spaces e.g. outside M&S. Moveable bollard/barrier to close roads (e.g. Cannan Lane) for short periods of time when schools start/finish, but without disruption at other times.

Some measures make sense on paper but implementation is ill thought out. Cycle lanes on Comiston Road and **Morningside** are confusing and dangerous and do little to make cycling safer - from a cyclist and driver perspective. And some of the road closures simply congest other roads nearby.

Sorry most of your changes are not used eg my dentist says he won't cycle up **Morningside** road in the cycle lane as he feels it's dangerous

le most of your changes are barely used , so idea that this was for public safety is a JOKE this was purely done for political reading and was rushed , corners cut and hence this MESS

I agree with cycle lanes but not with massive bases and pillars, the constant weaving in and out of these lanes is a hazard to cyclist due to the visibility of the bases and cones. Same applies to pedestrians, I have tripped a few times on **Morningside** Rd. Comiston Rd is a danger to life.

The major problem with the implementation to date is that it has NOT been thought through properly and the routes are usually only part routes and/or cars and traffic are not properly divided. The bollard system on Comiston/**Morningside** road is shambolic and makes less room for cyclists/drivers that I think it is more dangerous- [REDACTED]. Braid road closure has also resulted in a HUGE increase in traffic on Comiston road.

Roads that traffic will be transferred onto from the proposed safe cycle route from Greenbank to Bruntsfield are really going to need speed reduction measures on them. Also, **Morningside** Road is now even more dangerous for cyclists with the widened pavements. An elevated bike lane all the way up and suspension of parking on the main road would go some way to help.

The measures in **Morningside** Road are excellent and make it much easier and safer for pedestrians. I appreciate it is probably impossible but it would be excellent if Morningside Road could be closed to all traffic (including cyclists) and pedestrianised.

Cycle lanes on wider roads - in **morningside** the concrete blocks and poles are making it VERY dangerous for cyclists forced into the road and serious congestion with pollution which affects walkers and cyclists. In many places the extra widening of pavements with artificial blocks/poles is excessive and to the detriment of other users of the space.

### Urban environment

I'd like all of the **Morningside** rd changes that reduce / slow down the amount of traffic to remain in place, when sitting outside trying to relax drinking coffee , it became very apparent that the traffic noise was overwhelming - requiring raised voices to hear each other

Definitely keep the Greenbank to Meadows quiet route, which is essential link to cycle safely to work and school. Needs better signposting. Check the width of barriers -- may not be enough space for cargo bikes, wheelchairs. Retain wider pavements on **Morningside** Road. Caanan Lane road surface is dangerous and needs resurfacing.

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I use the pedestrian/ cycle lanes on morningside Road and comiston Road every day and it reassures me to use local shops without using my car...as its safe to walk with social distance on these sometimes busy roads with school walkers.

I have observed more and more families cycling and walking to and fro school and for leisure in weekend which is great and hopefully reduces exhaust fumes.

#### **Review Groups recommendations:**

**Design Team's recommendation would be to keep the current measures in place for as long as government guidance requires physical distancing in outdoor spaces.**

#### **Suggested sections that could remain when SfP measures are being removed.**

1. West side of carriageway from The Merlin to Medical Practice.
2. West side of carriageway – cycle lane from Newbattle Terrace to Abbotsford Park – possibly change to advisory without segregation units.

Review undertaken by: Lloyd Richardson, Senior Engineer, Spaces for People

Site visits were carried out regularly between April 2021 to July 2021.

Date: 28/07/21

