

Setts	Asphalt	Asphalt Overlay	Postcode	PCC area	Nearby	Brighton P	Comments
Strongly Against	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	All attempts at sett reconstruction going back 40+ years have been expensive failures. Lengthy closures/delays have always been followed by the work having to be redone within a short period of time. Certainly not value for money and not justified by citing "heritage".
Strongly Against	Strongly Support	Against	EH153L#	FALSE	FALSE	FALSE	Having lived around the Portobello area all my life I have never thought that the cobbles add character and individuality to Brighton Place. I could understand the character thing if all the adjoining streets, eg Brighton Crescent, had them as the houses there tend to leend themselves to the whole cobblestone look Quite frankly I find them quite dangerous! They are uneven for pedestrians and also very slippery in wet or wintry weather, I'm sure cyclists find them rather difficult to manoeuvre and as for being in a vehicle, it is minor torture going over the cobbles, especially on a bus.
Strongly Against	Support	Neutral	EH152A#	TRUE	FALSE	FALSE	
Strongly Support	Neutral	Strongly Against	EH152E#	TRUE	FALSE	FALSE	
Support	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	
Strongly Against	Strongly Support	Strongly Against	EH151A#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Support	EH151R#	FALSE	FALSE	FALSE	Brighton Place is a very busy street and is not suited to a surface of setts. Asphalt is much more practical given the amount of traffic which presumably is only going to increase
Strongly Against	Strongly Against	Strongly Support	EH151P#	TRUE	FALSE	FALSE	
Support	Strongly Support	Strongly Against	EH151A#	FALSE	FALSE	FALSE	
Neutral	Strongly Support	Support	EH152A#	TRUE	FALSE	FALSE	
Support	Neutral	Neutral	EH152A#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151N#	TRUE	FALSE	FALSE	Properly laid setts are attractive, long lasting and a feature we should preserve.
Support	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	FALSE	The better option for the conservation area is also the most expensive - these days that money would be better spent on maintaining the economy and supporting vulnerable people. It would also take longest and so damage the local environment and residents. The asphalt overlay seems like a potential for another cheap botch . The best option is therefore the asphalt reconstruction.
Strongly Against	Support	Support	EH151J#	TRUE	FALSE	FALSE	Cycle lanes should be added during the resurfacing as Brighton is very busy and dangerous to cyclists.
Neutral	Strongly Support	Neutral	EH152Q#	TRUE	FALSE	FALSE	Although the 'period' look of full sett is nice, it shakes a bicycle to pieces, and I am often forced to ride (or walk) my bike on the pavement on Brighton Place. Full Sett is also incredibly noisy, and presents potentially greater tip hazards. Practical considerations here outweigh aesthetics.
Strongly Support	Against	Strongly Against	EH151J#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152Q#	TRUE	FALSE	FALSE	Portobello is a conservation area. Home owners are subject to strict regulations. Street conservation is no different in my opinion.
Strongly Support	Against	Strongly Against	EH151A#	TRUE	TRUE	FALSE	We need to retain some character. The setts make cars have to slow down. Asphalt would encourage speeding when road empty.
Strongly Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	We live on Brighton Place, and are very keen to see the setts replaced with a smooth asphalt surface that will last. This is one of the few main road arteries into Portobello, with heavy traffic along a residential street, and the setts surface cannot withstand it. The setts surface deteriorated soon after being last laid and the surface has got ever worse with services works and general deterioration causing ruts, holes and cracks, leading to noise and vibration. The ruts gather muddy water in wet weather, which seems to wash out the matrix and undermine the setts further, and passing vehicles splash pedestrians and parked cars. New setts would soon deteriorate again and are the most expensive and slowest option. Asphalt reconstruction seems the best investment, because it is longer lasting and would resolve many of the issues, while an asphalt covering over the old setts is a poor investment: it would soon need replacement and even before the 5 years or so predicted, the surface would become uneven and problematic again, as the setts beneath shift. Frequent repairs would be needed and this option is likely to give the same sort of problems the setts do. Please, please, please replace the road surface with a long-lasting asphalt reconstruction smooth surface. Some traffic calming would also help - and would be good for pedestrian safety, this route is much used by children walking to school. It is remarkable how many people speed over the current horribly uneven surface.
Support	Strongly Support	Strongly Against	EH151H#	TRUE	FALSE	FALSE	Full set reconstruction is good for traffic calming - naturally makes vehicles slower. Could there be a separate cycle lane with smooth Tarmac?
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	I think that the cobbles in Brighton Place add to the charm and general appeal of the area. The councils general policy on settled streets should be implemented in this case. Noise and safety problems with the surface will be alleviated if the setts are laid competently
Strongly Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	FALSE	We are biased as access to our house is via Brighton Place. However, in terms of expenditure, the previous sett reconstruction has not been successful. Asphalt reconstruction over 4 months would seem the better option financially as it would last 20 years and also for sound / vibration issues for home-owners and for cyclists. It would also improve safety as cyclists would not use the pavements as they currently do, as some are a danger to pedestrians.

Against	Support	Strongly Against	EH152N#	TRUE	FALSE	FALSE	
							The cost of full asphalt replacement makes this the preferred choice. Setts are 'not fit for purpose' as even when perfectly laid they become slippery and tend to become uneven when trafficked. Pedestrians and wheelchair and buggy users are inconvenienced. They are noisy and uncomfortable in cars, dangerous to cyclists, and noisy for the inhabitants.
Strongly Against	Strongly Support	Strongly Against	EH153P#	FALSE	FALSE	FALSE	Preservation of an outmoded practice is not sound conservation.
Strongly Support	Strongly Against	Strongly Against	EH151B#	TRUE	FALSE	FALSE	I know it's more expensive, but I think it's important for Portobello & Edinburgh to retain period features. The cobbles in certain parts of the city are essential to this.
Support	Neutral	Strongly Against	EH152E#	TRUE	FALSE	FALSE	
Strongly Support	Against	Against	EH152A#	TRUE	FALSE	FALSE	
							The amount of traffic this road receives makes it in my opinion essential to prioritise usage over the artificial retention of a historical mode of pavement laying. After all, the original setts must have been an 'improvement' and 'modernisation' over the previous mode of dirt tracks. Practicality and cost have to win out here. Sixteen weeks seems a terribly long amount of time to take for a relatively small amount of road though. As someone who depends on local buses for commuter travel I hope that there is a good plan to manage public transport in the area during the period of delay. We've just come through a period where roadworks in Musselburgh meant that the bus times in Portobello became completely unreliable.
Strongly Against	Support	Neutral	EH151E#	TRUE	FALSE	FALSE	Do it once and do it right!
							Asphalt overlay is a really dangerous false economy, and our conservation area needs better. I think there are other considerations too which could be addressed as part of the overall streetscape design most notably; - resolving where cars park so the buses don't get jammed, - zebra crossing points in particular at Brighton Park, - proper drainage so the sett construction doesn't get eroded; it has failed where the water collects and undercuts the sub-grade so ensuring adequate drainage would avoid this.
Strongly Support	Strongly Against	Strongly Against	EH151A#	TRUE	TRUE	FALSE	Thanks for conducting this survey!
Strongly Support	Strongly Against	Strongly Against	EH151N#	FALSE	FALSE	FALSE	It must remain cobbles, get Lothian busses to foot most the bill it's the busses doing the damage
Neutral	Strongly Support	Neutral	EH151J#	TRUE	FALSE	FALSE	It's a shame to lose the cobbles but they're too noisy (even walking to the high street is not enjoyable) and dangerous for cycles and buggys at the side road.
Support	Strongly Support	Strongly Against	EH152A#	TRUE	FALSE	FALSE	Clearly full sett reconstruction would be the best option for conservation. The claims of 25+ years seems to be optimistic given that the current surface was apparently only laid 10 years ago. Asphalt overlay is only a temporary solution and given the current state of the road, I can only imagine it won't be long until potholes appear and repairs would be necessary.
Strongly Support	Strongly Against	Strongly Against	EH151A#	TRUE	TRUE	FALSE	
Against	Strongly Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	The setts are lovely but utterly impracticable expensive and dangerous to cyclists. I'm a cyclist by the way. Yes I cycle on the pavement - slowly .
Strongly Against	Strongly Support	Strongly Against	EH152D#	TRUE	FALSE	FALSE	The number of cars and buses using Brighton Place means that the setts are noisy. In many places the setts are uneven and dangerous for cyclists. Replace with smooth tarmac and keep the setts for surfacing a pedestrian area.
Strongly Support	Strongly Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	Please keep the setts - they are a truly wonderful feature of Portobello
							A year to relay the setts! Bring in some Victorians... We also need to know if asphalt overlay could ever be reversed practically.
Support	Strongly Against	Neutral	EH151J#	TRUE	FALSE	FALSE	And how about asphalted cycle lanes leaving centre as setts?
Strongly Against	Support	Neutral	EH152Q#	TRUE	FALSE	FALSE	
Strongly Support	Neutral	Strongly Against	EH93E#	FALSE	FALSE	FALSE	I would prefer that Brighton Place be closed altogether, as even on the current farm track surface some people drive horrifically quickly. Also, please ban parking on it (to create enough width to make the traffic safer) and please also create a segregated safe passage for bicycles beneath the railway bridge. Thanks.
							I think that this is the only entry point to Portobello which makes a strong design statement, that this is a part of the City of Edinburgh which is different from any other and has its own identity. There are so few individuating design elements in Portobello in comparison with other potentially similar coastal towns or villages. Our high street shops are not painted in beautiful colours; they do not have decorative canopies; the signage is mediocre, at best. At least when one rattles down the setts on Brighton Place, you are given the sense of arrival at somewhere special. Please let's keep them! And ideally (impractically) introduce them to all roads leading to Portobello.
Strongly Support	Against	Against	EH151H#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH152H#	TRUE	FALSE	FALSE	
							I commute along Brighton Place two, maybe three times a day and back again (four - six times in total) and agree that the road could be resurfaced in some way. I strongly disagree with this road being closed for a considerable amount of weeks as this could be disastrous for commuters like myself and of course, business owners. I do, however think that there should be a strict 'no parking' rule on Brighton Place between the hours of 8am and 7pm as this seems to cause a considerable amount of congestion with buses trying to travel towards Duddingston from the High Street and queues of traffic travelling towards the High Street.
Strongly Against	Strongly Against	Strongly Against	EH151D#	TRUE	FALSE	FALSE	

							The setts look lovely but amount to an anti-cyclist measure, unless a sett-free and parked-car-free cycle lane is included in the design.
Strongly Against	Strongly Support	Against	EH152E#	TRUE	FALSE	FALSE	The rapid degradation of the existing setts, soon after installation, is a bad sign too. And asphalt overlay seems a half-baked approach to the problem.
Strongly Support	Neutral	Strongly Against	EH151L#	TRUE	TRUE	TRUE	
Strongly Support	Strongly Against	Strongly Against	EH151J#	TRUE	FALSE	FALSE	Full sett reconstruction retains the historic nature of Portobello and adds to its attraction for locals and visitors alike. It will also help to preserve the unique appeal of Portobello as a conservation area in addition to the other features which help to put Portobello on the map. Having been brought up in Southfield Place, setts have been in place all of my life (I am now aged 64) and are an important part of Portobello's history.
Strongly Against	Strongly Support	Strongly Against	EH152A#	TRUE	FALSE	FALSE	
Against	Strongly Support	Against	EH153D#	FALSE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	FALSE	
Support	Support	Strongly Against	EH151A#	TRUE	FALSE	FALSE	I like the arriving into portobello, coming under the bridge and Brighton place being setts. But being pragmatic, it costs are prohibitive, surface isn't compatible for modern transport needs. So rather than spend hard cash on the road being preserved as historical reminder, why don't we just go for the Tarmac and spend a fraction of the money on making the bridges over Brighton place a fantastic, creative feature. I'm thinking along the likes of Regent Bridge beside Waverley with the LED lights bringing out the features. The Brighton bridges has metal work, bricks, stones, tiles and so much to offer, there's also the railing that could be replaced, and pigeons to be decanted. I think it would cost little but bring a huge amount of focus that you are now entering Portobello. Just now all you do is duck pigeon poo, avoid drips, and cars going through puddles. The cheaper, creative, and pragmatic option!
Strongly Against	Strongly Against	Strongly Against	EH151T#	TRUE	FALSE	FALSE	It would be shortsighted and wrong to replace the setts with asphalt. Brighton Place and the adjoining Georgian streets need to be conserved. If setts are laid properly they should last far more than the predicted 25 years. In other locations setts have been known, even with heavy traffic, to last 50 years or more. The prime question is whether or not we have the skills within the Council Roads Department to have them laid properly!!!
Support	Strongly Support	Strongly Against	EH151A#	TRUE	FALSE	FALSE	Cost-benefit should be the key guiding principle here. Disruption due to works is a necessary evil.
Strongly Support	Neutral	Strongly Against	EH87P#	FALSE	FALSE	FALSE	Most overlaid streets always end up losing the battle to the setts in the end. The character would be lost however 56 weeks seems an extremely excessive length of time to take. Is this to put people off choosing this option?
Strongly Against	Support	Neutral	EH152B#	TRUE	FALSE	FALSE	The setts are not compatible with life, as nice as they look. They are horrendous to cycle on and noisy/vibratory when driven on. I think the residents of that street would hugely support a replacement surface. The whole of Edinburgh used to be cobbled we've moved on, lets get rid of the cobbles please. I'd support the 16 week asphalt reconstruction option but the overlay also makes sense given its speed and the current state of the council's finances.
Against	Strongly Support	Strongly Against	EH152E#	TRUE	FALSE	FALSE	
Neutral	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	Cobbles may look nice but noisy and having the road closed? For 56 weeks would be chaos and local businesses could suffer. With the 20yr lifespan option 2 should be the most cost effective.
Strongly Support	Strongly Against	Strongly Against	EH151E#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152B#	TRUE	FALSE	FALSE	
Strongly Against	Support	Strongly Support	EH151A#	TRUE	FALSE	FALSE	As a business owner in Portobello, I would like to have minimum disruption and a 4 week interruption is 1/13th of the risk to trade. It is a no brainer.
Against	Strongly Support	Strongly Against	EH151J#	TRUE	FALSE	FALSE	I think the cobbles are so dangerous to cyclists, and it's not good driving down that road. What a pain it will be having it closed for any length of time though. I think Asphalt Overlay sounds like a terrible idea which will just cause more problems in the future.
Strongly Against	Strongly Against	Strongly Against	BB50D#	FALSE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151S#	FALSE	FALSE	FALSE	Please can we have some long term thinking here 25 year + lifespan and preserving the entrance to Portobello.
Strongly Support	Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	I think that the cobbles in Brighton Place add to the charm and general appeal of the area. The council's general policy on settled streets should be implemented in this case. Noise and safety problems with the surface will be alleviated if the setts are laid competently
Strongly Against	Strongly Support	Strongly Against	EH152E#	TRUE	FALSE	FALSE	1. The main problem with setts is the fact that when the utility companies dig up the road they are not put back properly and nobody from the Council seems able to make them correct their bad workmanship. Possibly this is because it takes time for the bad work to become apparent. 2. I am sure the Council has better things to spend its money on. There are a lot of people needing help out there.
Neutral	Support	Strongly Against	EH152E#	TRUE	FALSE	FALSE	For a sett reconstruction it should include explicit facility for cyclists - for example a path of flat top profile setts. Also parking need to be addressed, as that currently results in the "channelling" of the buses and increased wear.
Strongly Against	Strongly Support	Support	EH151A#	TRUE	FALSE	FALSE	Most Businesses on the high street would not survive throughout this work being carried out. Also congestion of already high volume of traffic would be horrendous as would the extra pollution of car fumes.

Strongly Against	Strongly Support	Neutral	EH152L#	TRUE	FALSE	FALSE	The setts look pretty but are totally unsuitable for the traffic and pedestrian and cycle users of today. I am totally against the setts - maybe on a quiet residential street but buses and school children go along there many times a day. And in this climate of budget cuts there is no way we can justify the cost of relaying the setts either. I really feel strongly that the setts needs to go.
Strongly Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	FALSE	Asphalt overlay is a false economy and waste of money. Although Portobello is a conservation area there is only one other street in the area that is cobbled, so there is no case to retain the setts in Brighton Place too. An asphalt reconstruction would not only reduce the vibration caused by traffic but also the noise (a frequent complaint from neighbouring property owners). Parking in Brighton Place is necessary but obstructs passing traffic. Could the footpath on the St Johns side be reduced in width (to equal the pavement width on the other side) and hence increase the width of the road?
Strongly Support	Strongly Against	Strongly Against	EH151R#	FALSE	FALSE	FALSE	
Neutral	Strongly Support	Strongly Against	EH87H#	FALSE	FALSE	FALSE	Setts can be slippery in the wet but they do look nice. Common sense says go with new asphalt. The main consideration whatever the surface is have all the services renewed their plant? or will new new road be dug up several times in the first 2 or 3 years to replace pipes etc?.
Strongly Support	Neutral	Strongly Against	EH152B#	TRUE	FALSE	FALSE	I believe the setts should be retained as they are an integral part of Portobello's Conservation Area status and heritage. Well-planned traffic management should minimise disruption.
Strongly Against	Support	Support	EH151E#	TRUE	FALSE	FALSE	Full reconstruction lasting over a year would be extremely inconvenient.
Strongly Support	Strongly Against	Strongly Against	EH66L#	FALSE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152R#	TRUE	FALSE	FALSE	
Neutral	Strongly Support	Strongly Against	EH152P#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Neutral	EH153P#	FALSE	FALSE	FALSE	This road is the main route into Portobello from the South and as such requires to have a good surface. In my opinion setts are totally unsuitable having been renewed in the past with no success hence the present dreadful state. As a bus route and ambulance route as well as general traffic nothing other than a proper designed asphalt road surface would meet this criterion. To overlay the present setts would be a very short term treatment based on other streets where this has been done.
Strongly Support	Strongly Against	Strongly Against	EH151A#	TRUE	TRUE	FALSE	I would very much like to be consulted on the details of the full set option were it to be taken forward. I.e. Any cycle provisions, any change to parking restrictions, any work to footpath, the full and final extent of the sett area proposed
Support	Support	Support	EH151J#	TRUE	TRUE	FALSE	I live on Southfields Villas and the frequency of very large vehicles and buses makes the whole house vibrate. Numerous (almost empty) 49 double decker buses pass shaking the house. if sett will reduce the noise and vibration down in Brighton place that that should be done. I have supported all three as a road repair is needed, visually the sett looks the best and is in keeping with the street but will this reduce vibration and noise. I doubt any road resurfacing will be done up at the Stanley street end we have asphalt (and it does not look as nice as the Brighton end) but I think some think has to be done about the number and size of the vehicles using this narrow road. The fumes can be terrible at rush hour.
Strongly Support	Strongly Against	Strongly Against	EH152N#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Against	Strongly Support	EH152L#	TRUE	FALSE	FALSE	I think the over riding consideration must be to keep access to Portobello ...if road closed for any length of time would cause major probs
Strongly Against	Support	Neutral	EH151T#	TRUE	FALSE	FALSE	The setts are inappropriate for this road and are better used in smaller quieter streets. They are a major hazard for cyclists. Better also to do a good job now with asphalt reconstruction though recognise potential for disruption.
Against	Strongly Support	Strongly Against	EH151J#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	At Meadowbank Terrace - which was recently resurfaced with asphalt - the end result is excellent for cars, bikes and pedestrians. I use it daily by car or bike and at times as pedestrian. From a cyclist and small car owner perspectives it is a huge transformation.
Support	Support	Against	EH151P#	TRUE	FALSE	FALSE	I sense that there are safety issues with the cobbles as compared with the asphalt - is it possible to get these outlined - if they exist.
Support	Support	Against	EH151P#	TRUE	FALSE	FALSE	would support either option full sett or asphalt reconstruction ,think the cheap option is a waste of money
Support	Strongly Support	Support	EH152D#	TRUE	FALSE	FALSE	Setts are not suitable for a modern city with modern traffic volumes and vehicle weights. In every other part of Edinburgh where setts have been re-laid, they have become misaligned which presents a major hazard, and deterrent, to active travellers.
Support	Support	Strongly Against	EH152E#	TRUE	FALSE	FALSE	Why not build the Asphalt reconstruction, then block the street at the railway bridge to all but buses, taxis and emergency vehicles? Bollards with sensors could be used such as those in The High Street outside the City Chambers.
Strongly Against	Support	Strongly Support	EH65A#	FALSE	FALSE	FALSE	My preference would be for a sett reconstruction as long as it was done to a similar standard and specification as the crossing at the Royal Mile/Mound otherwise a new tarmac surface with an increased number of road gulleys
Strongly Support	Against	Against	EH151R#	FALSE	FALSE	FALSE	Asphalt overlay now and full asphalt reconstruction in 5 years
Strongly Support	Against	Against	EH151R#	FALSE	FALSE	FALSE	The level of asphalt work in Edinburgh and surrounding area is normally done to a very poor standard so I vote for the cobbles
Strongly Support	Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	Would love to see the cobbles retained although i realise the disruption the rework will cause. Surely there would be a diversion possible along brighton crescent and lee crescent while cars from there can be parked somewhere at the side of the works in brighton place? The next best option would be tarmac reconstruction, purely for the longevity.
Against	Strongly Support	Strongly Against	EH151N#	FALSE	FALSE	FALSE	

Strongly Support	Neutral	Against	EH151L#	FALSE	TRUE	FALSE	
Against	Support	Against	EH153P#	FALSE	FALSE	FALSE	
Against	Strongly Support	Against	EH152B#	TRUE	FALSE	FALSE	I really like the sets but they were laid so badly last time I now doubt there are the craftsmen out there to do a good job. Proper asphalt with a long lifespan would be good for cyclists and more economical.
Against	Strongly Support	Against	EH87R#	FALSE	FALSE	FALSE	The sets are noisy and very unpleasant to cycle on. This road is too busy for sets. Asphalt overlay wears out too quickly so asphalt reconstruction is the only sensible option.
Strongly Support	Neutral	Strongly Against	EH152H#	TRUE	FALSE	FALSE	
Neutral	Support	Strongly Against	EH152A#	TRUE	FALSE	FALSE	While I would like to see the setts replaced, the council does spend significantly more on infrastructure for affluent areas, of which Brighton Place is one. I'd like to see the money channelled to where it's most needed, and an asphalt road with a proper cycle lane (not one of the council's dreadful cycle lane/car parking areas). Is leaving it alone not an option? It doesn't appear to be in such a poor condition.
Strongly Against	Strongly Against	Strongly Support	EH72R#	TRUE	FALSE	FALSE	Overlay was done in great Stuart street and it has been down more than 5 years
Strongly Support	Strongly Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	Estimated life time is said by experts to be 40 years which brings the cost down and preserves a unique feature of Portobello - they can also be laid to be smoother than current surface.
Strongly Support	Strongly Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Neutral	EH548E#	FALSE	TRUE	FALSE	
Strongly Against	Strongly Support	Against	EH152L#	TRUE	FALSE	FALSE	the setts have already been relaid and they havent lasted 25 years also the patches are done in asphalt ,whats the use of that!!
							Ideally, I would like to see a Full Sett Reconstruction, but given the current financial constraints of the Council, this might be difficult to fund at the moment. It would also depend on the willingness of the residents and businesses in and around Brighton Place - would they be happy with the inevitable disruption that would take place over 56 weeks? Cyclists would probably prefer an asphalt road instead of setts, so it would also depend on how strongly they felt about the issue. I feel an Asphalt Reconstruction would probably be the best compromise although it would be quite sad to lose the setts as part of Edinburgh's heritage. I am strongly against an Asphalt Overlay as it seems incredibly short term and short sighted and would be a complete waste of money.
Support	Support	Strongly Against	EH76T#	FALSE	FALSE	FALSE	
Strongly Support	Neutral	Strongly Against	EH152B#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	We should support the Council in its preferred option of sett replacement to a modern specification. This is the finest part of the conservation area and the historic integrity should be maintained. Tarmac would not stop vibration from traffic and would encourage higher speeds which goes against the stated intention of introducing 20mph speed limits.
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	With the 20mph proposals any safety concerns with road users should be addressed by this, ie cyclists etc. Aesthetically the road surface should remain as a settled construction for conservation reasons and with detailed programming, planning and communication, disruption can be minimised (although not eliminated).
Strongly Against	Strongly Support	Strongly Against	EH152Q#	TRUE	FALSE	FALSE	asphalt reconstruction would be the better option as this road has a very heavy traffic usage and would be a smother driving option for buses as well as cars. cobbles cause back injury and very uncomfortable to drive on, also a narrow road for buses to pass on
Strongly Against	Strongly Support	Strongly Against	EH151N#	TRUE	FALSE	FALSE	
Support	Strongly Support	Support	EH151A#	TRUE	FALSE	FALSE	I strong agree that something needs to be done and looking at the cost and time required would suggest that the Asphalt reconstruction would be the best option.
Strongly Against	Strongly Support	Strongly Against	EH151B#	TRUE	FALSE	FALSE	I've lived either on Brighton Place or within 200 metres of Brighton Place for over 30 years and the cobbles, as much as they're a nice throwback, are no longer functional. Get rid of them, for the sake of vehicles, cost, pooling of water and noise.
Against	Strongly Support	Against	EH153A#	TRUE	FALSE	FALSE	The road is in a dreadful state and I cant believe it was only re-done 10 years ago. I only drive down it if absolutely necessary.
Strongly Against	Strongly Against	Strongly Support	EH151D#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH153P#	FALSE	FALSE	FALSE	Full Sett reconstruction far too expensive and time consuming.
							Replacing the setts doesn't really fit with the modern usage of roads. As nice as they are they probably aren't practical any more plus the cost is too high compared with the alternatives. Option B asphalt reconstruction seems to be the most cost effective option over a number of years however the length of time the job would take would be damaging to local businesses. How about going with option C, the asphalt overlay and see how long it lasts? It will take less time therefore will be less damaging to local businesses and if we only get 5 years out of it and have to go with option B then at least we will have a road that lasts for the same length of time as option A but at half the total cost and less construction time.
Strongly Against	Support	Strongly Support	EH152R#	TRUE	FALSE	FALSE	

Against	Strongly Support	Against	EH151P#	TRUE	FALSE	FALSE	No point in keeping setts - all the other 'Georgian' roads around are asphalt
Strongly Support	Against	Strongly Against	EH152J#	TRUE	FALSE	FALSE	It would be a shame to lose the cobblestones as they give so much elegant character to the street. I think the street should be close to heavy vehicles like trucks and buses. the closing of the street for repairs could actually be a fantastic opportunity to free the centre of Portobello from traffic.
Strongly Against	Support	Strongly Against	EH152P#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Against	EH151L#	TRUE	TRUE	TRUE	Economically, the Asphalt reconstruction is the better short-term to long-term solution. It would also deal with the underlying foundation issues with the road and would from a construction point of view be easier to match existing elevations of gulleys drains and driveways. The asphalt surface would not significantly detract from the appearance of the conservation area. The full reconstruction may fail prematurely again and is not justified in these budget-constrained times and would cause too much disruption to businesses and residents. Overlay is throwing away good money after bad. We really need improvement due to the vibration/noise damage and the real risk to cyclists.
Against	Strongly Support	Neutral	EH152Q#	TRUE	FALSE	FALSE	The setts raised could be stored & used to resurface some of Portobello's smaller side streets which do not have to contend with the heavy working load of Brighton Place. This would maintain Edinburgh's Heritage conservation but allow the major thoroughfares to move forward with modern demands for heavier loads..
Strongly Against	Support	Strongly Support	EH152B#	TRUE	FALSE	FALSE	Realise that money probably comes from different budgets but would prefer it if some of the money saved from not doing a full sett reconstruction could be diverted to improve infrastructure in & around the promenade. Especially, given the rumours buzzing around about public toilet closures.
Against	Strongly Support	Against	EH152H#	TRUE	FALSE	FALSE	Lee crescent is not cobbled but is a nicer experience. More cost effective too.
Neutral	Support	Strongly Against	EH76T#	FALSE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH151N#	FALSE	FALSE	FALSE	21st century solution please!
Support	Support	Against	EH151J#	TRUE	TRUE	FALSE	I think that the character should be maintained as far as possible, however closing the street for such a long period of time would surely cause large amounts of congestion on surrounding rounds. In order to preserve any work done or to prevent the current problems worsening can you at least consider taking large vehicles and particularly the always at least three-quarters empty double decker buses off Brighton Place. We live in Southfield villas and suffer a large amount of vibration in our property attributable to them and our street is already asphalt.
Strongly Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	Asphalt with speed bumps to slow the traffic please.
Strongly Support	Strongly Against	Strongly Against	EH151E#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151L#	FALSE	TRUE	FALSE	
Neutral	Strongly Support	Against	EH152Q#	TRUE	FALSE	FALSE	
Against	Strongly Support	Against	EH151H#	TRUE	FALSE	FALSE	
Neutral	Strongly Against	Strongly Support	EH87R#	FALSE	FALSE	FALSE	
Strongly Against	Support	Strongly Support	EH151T#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Against	EH151L#	TRUE	TRUE	FALSE	
Strongly Against	Strongly Support	Support	EH151L#	TRUE	TRUE	TRUE	I agree with some of the bullet points above. The cobbles might look pretty but are bad for vehicles of any kind, including cars and cycles/ cyclists. If you have an injury or disability it can be very unpleasant travelling on that road surface. Also, based on experience of living in a flat in Brighton Place, my guess is that the current road surface is noisier than a normal one and I wouldn't be surprised if it caused the vibrations referred to above. Please, please, get rid of the cobbles or cover them!
Strongly Support	Strongly Against	Strongly Against		FALSE	FALSE	FALSE	The well trodden setts by people and horse and cart alike , the budget is also a problem , I was born in Brighton place and would hate to see fall to economics of a Counsel trying to balance the books, retain the setts as they will still be there long after you and I and the Counsel have long gone. Hi Margaret keep up the good fight , have you been out weeding lately.
Strongly Support	Strongly Against	Strongly Against	EH151B#	TRUE	FALSE	FALSE	Brighton Place is a conservation area, and so the setts should be retained. However, I'd be interested in exploring whether a wider, shared-use, pavement could be constructed perhaps on the East side of the street, to allow less confident cyclists to travel more easily and safely along the street -e.g School children. This might require some parking restrictions on one side of the street but it could help to create a better balance between users.
Strongly Against	Strongly Support	Strongly Against	EH151D#	TRUE	FALSE	FALSE	None
Strongly Support	Neutral	Strongly Against	EH152H#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	This street is part of Portobello's local character. I understand that the biggest problem with setts in Edinburgh is that contractors do not understand how to lay them properly
Strongly Support	Against	Strongly Against	TD57E#	FALSE	FALSE	FALSE	I am not a resident of Portobello infact I come from the Borders. We have recently went through a four year town centre regeneration and maintained our cobble setts. It would be a great shame for you to loose yours. I also notice it says your setts were laid less than 10 years ago. I suggest this time you get properly trained people to do the job. Our cobble setts were laid between 1898-1909 replacing the original river cobbles in our entire town centre. It was only between 2011-2015 that the worst areas were reconstructed and disabled crossing points put in using flat top setts. I know it is significantly more money but in the long term you are protecting your heritage and makes you stand out. Do we really want all roads and pavement tarmac and all buildings concrete?

Support	Against	Against	EH151J#	TRUE	FALSE	FALSE	As long as someone is found who knows how to lay them correctly !
Against	Strongly Support	Strongly Against	EH153N#	FALSE	FALSE	FALSE	
Support	Neutral	Against	EH152B#	TRUE	FALSE	FALSE	Is there an option of laying flatter setts similar to on royal mile? The cobbles on Brighton place are a wonderful "gateway" to Portobello and signals arriving home to me as I am sure it does others. It would be a pity to have the road tarmacked but I recognise the issues. A tarmacked road would required speed bumps as I am sure the cobbles slow cars down at present.
Against	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	Cobbles are not fit for purpose with today's transport systems. The road causes problems for cyclists - we need to be making more cycle-friendly roads and pathways.
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	The fine Georgian buildings would be beautifully offset by proper recobbling, giving this lovely gateway into Portobello as fine a status as the New Town. I think we should put up with the inconvenience for a proper long term solution like this.
Strongly Support	Support	Against	EH76T#	FALSE	FALSE	FALSE	
Against	Support	Strongly Against	EH152A#	TRUE	FALSE	FALSE	
Neutral	Support	Support	EH151A#	TRUE	FALSE	FALSE	Aesthetically in favour of setts. Taking cost, disruption, and better surface for cycling in to account though, reluctantly favour tarmac.
Strongly Support	Against	Strongly Against	EH152Q#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	From around 2024 i.e. in less than 10 years, some of the houses will 200 years old, and the cobble setts are an important part of the context for the houses in Brighton Place. As a resident in the street I know about the vibrations due to the uneven surface, and the impact this has on the houses. If the setts were fully reconstructed and any envisaged utility and or services works were carried out at the same time (to reduce the likelihood of any future lifting of the setts), then the vibrations would be reduced. This along with the proposed reduction in the speed limit to 20 mph would help to reduce noise and vibrations. We could then retain an important part of Portobello's history.
Support	Strongly Support	Strongly Against	EH151N#	FALSE	FALSE	FALSE	This needs addressing urgently. The current state of the road is atrocious, and very dangerous for cyclists in particular. This is a key route and thought needs to be given to general improvement of the route. If money were not a factor I would prefer the setts to be replaced but given the comparative costs a new asphalt surface seems like a better option, especially if some of the savings could be used improving the route for pedestrians and cyclists - marked cycle lanes, pedestrian crossing points, even a shared path on the east side along the park. The level of disruption is not an issue for me, it don't think it should be a factor in the decision.
Strongly Against	Strongly Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	Traffic in Portobello is a nightmare already. Lets not make it worse for too long or have to do it again too soon!
Strongly Against	Strongly Support	Neutral	EH152B#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Neutral	EH152L#	TRUE	FALSE	FALSE	I would be in favour of removing the setts and replacing with asphalt. I deliberately avoid Brighton Place on my bike due to the unevenness of the surface. It's not much better for cars and is very narrow for a bus route. Having lived on a street in town which had setts and was also on a bus route I am aware of how much traffic noise is generated and could understand if local residents were keen to have a smoother surface on Brighton Place. I think the council should sell off the granite setts to developers of sites in the Portobello area for landscaping amenity space.
Strongly Support	Strongly Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	
Strongly Support	Against	Against	EH152B#	TRUE	FALSE	FALSE	Portobello should have the same status as the New Town and preserve our Heritage and all that goes with it.
Neutral	Strongly Support	Against	EH152E#	TRUE	FALSE	FALSE	The sets are attractive but expensive, noisy and dangerous.
Strongly Against	Strongly Support	Strongly Against	EH151D#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH151A#	TRUE	TRUE	FALSE	The setts cause serious problems for cyclists, noise disruption to adjacent streets, vibration and damage to adjacent B-listed Georgian terraces, cause damage to vehicles and setts cost too much and take too long to replace. The previous £1.2M lasted 10 years. Let's make a choice that is long term focused and based on real understanding of the value of the setts. I support the upgrading of Brighton Place to allow cyclists to travel safely, to avoid damage to adjacent houses, to avoid damage to my car (pot holes), to limit noise impact in the whole neighbourhood and to limit financial costs.
Strongly Against	Strongly Support	Strongly Against	EH151T#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH76S#	FALSE	FALSE	FALSE	I think it is important to keep Portobello heritage alive by resetting Brighton Place.
Against	Strongly Support	Support	EH152B#	TRUE	FALSE	FALSE	
Against	Strongly Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	I have thought long and hard about this and haven't responded before now so that I could mull over the various arguments in my head. I have come to the conclusion that I believe there just isn't the justification for doing a full sett reconstruction given the expense and the time factor for which is essentially a short piece of road. I therefore believe the asphalt reconstruction to be the best course of action.
Strongly Support	Strongly Against	Strongly Against	EH151J#	TRUE	FALSE	FALSE	I think that the full sett reconstruction is the only way to do this as it will be long lasting and in keeping with the area.

Against	Strongly Support	Strongly Against	EH87L#	FALSE	FALSE	FALSE	Portobello is my local high street for fishmonger, butcher, bakery etc. Replacing the cobbles would make the road safer and more appealing for me and other cyclists to use. Asphalt reconstruction also appears the most cost effective option as well as making it safer for cyclists, especially those less confident. As picturesque as cobbled streets may be, they are awful for cycling on a lot of the year in wet and ice especially. I would hope more residents in areas such as Duddingston, Northfield and Willowbrae ie more than a short walk away would be encouraged to cycle to the high street too.
Strongly Against	Strongly Support	Strongly Against	EH151N#	FALSE	FALSE	FALSE	The state of Brighton Place is ridiculous and has been for many years. Lets move into the 21st century and go the asphalt route and do it right.
Strongly Support	Against	Strongly Against	EH152B#	TRUE	FALSE	FALSE	
Strongly Against	Neutral	Strongly Support	EH151J#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	I live on Brighton Place and know at first hand how damaging the current road is to the fabric of my home. The vibration is particularly bad, when any heavy vehicle passes, which is frequent and regular, as the road is a busy bus route and a main entry point into Portobello for delivery vehicles and emergency vehicles. The houses are listed properties, which, ironically, are being damaged by the retention of the setts, which cannot cope with modern road traffic. I also experienced the extreme disappointment that followed within months of the setts being fully re-laid, as they started to break up and the road surface sink in parts. I was delighted to support their retention previously, but now realise that they should be removed. I have inspected examples of setts which the Council have re-laid in other areas of the city in the last year and noted how they have also started to break up, proving that workmanship has not improved, despite the Council claims. In a time when Council cuts are biting deep, £1.3m is a foolish waste of council funds. The claim that the setts would last for 25 yrs is just wishful thinking, unfortunately. I would welcome a decorative strip of setts at the entrance to the street for aesthetic purposes, but support an asphalt reconstruction for the rest of the street.
Strongly Against	Strongly Support	Strongly Against	EH153R#	FALSE	FALSE	FALSE	If you go down the road for full set reconstruction, it will look good for 2-3 weeks until the first utility group etc dig it up, and it will never go back down again correctly. Asphalt reconstruction, it is much easier to repair asphalt on top of setts if they are not relaid correctly, see above. A top coat only will have to be done again and again as per present mess.
Strongly Against	Support	Against	EH153S#	FALSE	FALSE	FALSE	
Support	Neutral	Neutral	EH151N#	FALSE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH152Q#	TRUE	FALSE	FALSE	Most sensible approach in this modern age. Setts are just not made for modern day traffic. Would also suggest double yellow lines as road cannot cope with volume of traffic with parked cars.
Strongly Support	Strongly Against	Strongly Against	EH111R#	FALSE	FALSE	FALSE	It would be an advantage to have a wider gutter to accommodate cyclists.
Neutral	Strongly Support	Against	EH151L#	TRUE	TRUE	FALSE	I live in Lee Crescent. The vibrations from heavy traffic (and not so heavy traffic) can be felt throughout our house. This seems to have increased in severity over the last 2 or 3 years. I would support Asphalt construction, which would hopefully counter this problem. I feel that Full sett reconstruction or overlay would find us back with the same problems in the near future.
Against	Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	I have lived in portobello all my life and on Brighton place for 17 years and love the cobbles they are different and interesting and part of our heritage. Would be such a shame to loose them to become like any other street.
Strongly Support	Support	Strongly Against	EH151L#	FALSE	TRUE	FALSE	
Strongly Support	Against	Strongly Against	EH152H#	TRUE	FALSE	FALSE	Should retain heritage and original infrastructure and character wherever possible
Strongly Support	Neutral	Neutral	EH152A#	TRUE	FALSE	FALSE	if the asphalt overlay was done would the road underneath be able to be reclaimed at later date , and if not I would opt for full set reconstruction because Portobello has had enough disruption in recent years . but I feel the original road should be preserved
Strongly Against	Strongly Support	Neutral	EH152N#	TRUE	FALSE	FALSE	
Support	Neutral	Strongly Against	EH151L#	TRUE	TRUE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151J#	TRUE	FALSE	FALSE	Not very sustainable to use the short term cheap option if Portobello wants to be a green fair township
Neutral	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	FALSE	I do not believe that the roads department are capable of managing the road properly. Their track record of overseeing work has not been great.
Support	Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	I believe the setts, well laid, are the most appropriate road finish, from aesthetic, longevity, investment and sustainability points of view. The problem is that the council are rarely able to specify and supervise the work adequately to get a 'well laid' sett finish for the initial road, never mind the random contractors who dig it up and patch poorly afterwards, which has caused the majority of issues with the existing road. If asphalt was decided it really needs to be from scratch, otherwise you're throwing good money after bad. Also it would be environmentally responsible/ appropriate to salvage the current setts for re-use elsewhere.
Strongly Support	Against	Strongly Against	EH152B#	TRUE	FALSE	FALSE	

Strongly Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	
Strongly Support	Against	Strongly Against	EH151E#	TRUE	FALSE	FALSE	
Support	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	Value for Money option is Asphalt reconstruction, the works could be carried out with single lane and coordinated traff lights with both main cross roads. Not sure that I agree with the full set recon option timescale of 56wks surely with a tented work site similar to Royal Mile works duration could be reduced? However fully accept that if sett recon is the chosen option adequate laying and curing times are critical to ensure CEC aren't back in again relaying and patching. Which ever option is chosen CEC must ensure full coordination with Public Utilities so that we do not get expensive unsightly and poorly compacted excavations through the new surfacing.
Strongly Support	Strongly Against	Strongly Against	EH152A#	TRUE	FALSE	FALSE	
Against	Strongly Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	
Strongly Support	Against	Against	EH151B#	TRUE	FALSE	FALSE	Given that this a conservation area I would strongly support a full sett reconstruction. The current surface is dangerous for cyclists and not good for motorists either and there is a likelihood of the vehicle being damaged. A full sett reconstruction will address the concerns of cyclists, home owners and motorists. I would also further propose that the street is made a no parking area at rush hour.
Against	Against	Strongly Support	EH151H#	TRUE	FALSE	FALSE	The current paving was laid 10 years ago (see above) and the lifetime of a well-laid cobbled road is 25+? Why is there a difference? If settled paving takes so long to make and viewing the costs of it combine with the poor financial state of Edinburgh (partly caused by tram mismanagement) it looks to me like it is sensible to choose the cheapest option in the short run (5 years). Where will savings have to come from otherwise? Maybe Brighton Place can become a settled street again in 20 years time? (also see http://www.edinburghnews.scotsman.com/news/transport/plan-to-tarmac-edinburgh-s-historic-streets-1-3583743)
Strongly Support	Support	Strongly Against	EH152J#	TRUE	FALSE	FALSE	
Support	Against	Strongly Against	EH151N#	TRUE	FALSE	FALSE	If the setts were laid only 10 years ago, surely there must be some liability on the company who laid them. I also wonder how many of the problems are caused by the utility suppliers who never reinstate them correctly.
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	It would be a destructive move to remove the setts they are part of Portobello. Therefore they should be reconstructed - in the long term it will be worthwhile. The overlay would not last long.
Strongly Support	Support	Against	EH151S#	FALSE	FALSE	FALSE	
Strongly Support	Support	Strongly Against	EH152N#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152B#	TRUE	FALSE	FALSE	The cobbles are part of the history of the Portobello community and removing them would diminish the area and change the character of the place. This wouldn't even be under discussion in Stockbridge or on the High Street in the Old Town so why is it being considered in Portobello. The document states that during discussions various points were raised including: "Closing all or part of Brighton Place could cause considerable inconvenience to local residents and business owners". Would be good to know who made these statements. Was this a council official? Do the CEC proposals define whether closure or partial closure is required for each scenario? Surely this is a pretty crucial point. I am guessing the answer will be that it will require partial closure. My daughter ..., aged 10 said: "That would be weird - why would you do that - we have grown up with them, they are lovely and they make a great noise".
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	Brighton Place is a beautiful street, a rare example of a unified (Georgian) architectural plan that is largely unchanged, and the setts are an intrinsic part of its visual appeal. Maintaining a historic build environment can't be just about the money - and replacing the setts with the cheaper option of tarmac would seriously damage the character of the conservation area. Weren't conservation areas set up precisely to prevent this kind of erosion of character from happening? I really don't think the arguments that it is unsafe for cycling hold up either - I regularly cycle on the setts on a tandem with a two year old up front and a six year old behind me, and the only danger is from speeding cars. The setts do need to be properly relaid though - our house shakes whenever a bus comes past. I would fully accept any disruption to my daily life for this to be done properly though - even if it means parking several minutes walk away, or finding an alternative route to where I want to go. For us, the setts must remain... we'd miss the glint of the low sun off the wet cobbles, the rumble when we come out from under the railway bridge into Portobello...
Strongly Support	Support	Against	EH152B#	TRUE	FALSE	FALSE	Please don't let Brighton Place become just another tarmac street. Keep the setts!
Strongly Support	Support	Against	EH152B#	TRUE	FALSE	FALSE	I think it would be a pity to do away with the cobbles - it would be another bit of history gone. It slows the traffic down as it approaches Portobello and gives character to Portobello.
Support	Strongly Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	Full setts reconstruction should only be done if done properly with a very robust substrate, like the Royal Mile has received, otherwise it'll just go wrong again and be a waste of money.

Strongly Against	Strongly Against	Strongly Against	EH152P#	TRUE	FALSE	FALSE	Don't do anything. The condition of the road works as a traffic calming measure so reduce the speed limit to 20 and that should reduce vibration. Add a cycle lane to Harry Lauder Road so cyclists have more options.
Strongly Support	Strongly Against	Strongly Against	EH67B#	FALSE	FALSE	FALSE	
Strongly Against	Strongly Against	Strongly Against	EH151N#	FALSE	FALSE	FALSE	Leave it as it is. This is not the time to be spending money on a road which is not a major transport artery. It is also just not worth the disruption at this time either as we teeter on the brink of another possible recession. It just needs a bit of maintenance, not re-doing.
Against	Against	Strongly Support	EH152P#	TRUE	FALSE	FALSE	The five year estimate for the life of an asphalt overlay seems very short. If the surface hasn't been disrupted by other works after it is laid then it could be usable for far longer.
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	We are a conservation area end of story- we have all to comply with such standards. If we allow Asphalt we are betraying this ethos which gives the area such a valuable heritage. Cost should not be a deciding factor. I believe funds have been set aside by the Council as explained by the Council representatives. No mention has been made of the poor implementation last time (uncoordinated with other services). This is a main contributory factor to current complaints. It needs better coordination this time. I am cyclist and use the road most days-taking away the setts is not an acceptable reason. The cycle network in the local environ is poor which is a different context.
Against	Support	Against	EH152B#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152D#	TRUE	FALSE	FALSE	Services such as water pipes and drains should be moved as much as possible so that the setts don't have to be dug up to effect repairs to these. Parking should be banned. Consideration could be given to narrowing the road and widening the pavement to allow cyclists to avoid the setter street. There should be a 20mph speed limit.
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	Cobbles are integral to the character and charm of Brighton Place and in keeping with its Georgian buildings. I strongly support conservation of the Georgian heritage of Edinburgh.
Strongly Against	Strongly Support	Strongly Against	EH153P#	FALSE	FALSE	FALSE	
Support	Neutral	Strongly Against	EH151L#	TRUE	TRUE	TRUE	My ideal solution, as a resident of Brighton Place, would be to asphalt Brighton Place and relay the setts in the Brighton Crescents. I feel that this would maintain the character of the area while preventing the vibrations due to the high volume of traffic on Brighton Place. Since that hasn't been listed as an option, I prefer the reconstruction of the existing setts, but only if they are laid properly so that the surface doesn't deteriorate back to it's existing condition.
Neutral	Support	Strongly Against	EH151N#	TRUE	FALSE	FALSE	Full sett reconstruction seems too costly and time-consuming. Overlay a false economy.
Support	Against	Strongly Against	EH152R#	TRUE	FALSE	FALSE	I think there has to be a balance between the importance of conserving the built heritage of Brighton Place (and similar areas of Portobello), and ensuring the road is suitable for use by appropriate traffic, and does not cause disturbance to local residents. Having witnessed the deterioration of other "reconstructed" asphalt roads elsewhere in the city, I would question the Council's assertion that this form of road surface would last 20 years, and have no maintenance costs during this period. If the relaying of cobble sets is the preferred option, maybe this should be combined with appropriate traffic calming and limitations on the type of vehicles that can use the road, to minimise disturbance to those people living on Brighton Place, and to ensure the longevity of the new road surface.
Strongly Against	Strongly Support	Neutral	EH151A#	TRUE	TRUE	FALSE	I can attest that the cobbles send considerable vibrations through our flat on Rosefield Avenue Lane. We must also consider the huge cost in both time and money that a full sett reconstruction would entail. This is money that could surely be put to better use elsewhere in the city.
Strongly Support	Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	In the long term an asphalt road would be durable, safer and would improve driving conditions in the Brighton Place area. If done properly I feel the setts will add to the character of the Portobello conservation area. I feel the costs and time for this option have been overestimated to encourage people to favour the asphalt option. The road is currently in poor condition but if done correctly and maintained setts should provide a good quality surface for many years.
Strongly Support	Strongly Against	Strongly Against	EH151J#	TRUE	FALSE	FALSE	The road should be relaid by firstly laying a re-inforced concrete base to take the weight of the heavy buses which are the cause of the subsidence once this has been laid the setts should be replaced resulting in the road being able to take the traffic that is using this main entry into Portobello. .
Support	Strongly Support	Support	EH153A#	TRUE	FALSE	FALSE	as above the road surface was laid 10years ago seem it was a poor job done as I complained about the state of the road before lets not waste any more of Portobello fund and just go with number 2 asphalt reconstruction
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	The setts on Brighton Place add valuable character to the area. I live adjacent to Brighton Place and appreciate the cobbled street every day. Once gone, the cobbles will never come back and this old characteristic of the area will have disappeared for ever.
Strongly Support	Strongly Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	It seems a shame to replace, or cover a historic street, with a product which is less attractive and with a shorter lifespan. Obviously budget has an impact on the decision, but in an ideal financial world I would support keeping the setts.
Support	Strongly Support	Strongly Against	EH151N#	FALSE	FALSE	FALSE	
Against	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH152L#	TRUE	FALSE	FALSE	
Neutral	Against	Support	EH152J#	TRUE	FALSE	FALSE	

Strongly Against	Support	Strongly Support	EH151S#	FALSE	FALSE	FALSE	Strongly feel that if your going to rest the setts on this road then you should reinstate them on the crescent too. But in general I think that the road should just be tarmaced. les money, time and effort.
Strongly Against	Support	Against	EH152E#	TRUE	FALSE	FALSE	The setts are an historical anachronism which do not make sense in the current context. I would support the retention of setts in side streets etc. but this is a main thoroughfare that should be developed to modern standards.
Against	Strongly Support	Against	EH151J#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Against	EH152D#	TRUE	FALSE	FALSE	This road is a disaster for cars and bikes - the cobbles were relaid not that long back (I remember it so can't be too long ago) and they are as bad as ever. Get some proper tarmac on it!
							This is a classic form over function argument. Putting aside the cost argument for the moment each of the options deliver a similar result. We get a road that will improve journeys into and out of Portobello. However what also needs to be taken into account is the impact of these works on people who work, live and visit Portobello. As such if the form were to be classic sets the disruption cost of carrying out this work over such an extended period of time may in my view lead to an opportunity costequivalent to the costs of the work itself, which may be a forever loss as it does not take a lot to rack up £21k per week of losses for traders, residents and visitors. The simple question is can we afford this. My view is no. The form is not worth this cost after all it's the buildings that are conserved not the roadway. A quick tar mac job is not the answer either as all it does is cover up an existing problem. The asphalt reconstruction is the best option all around. Sense should prevail. The cost savings can the be recycled in to the councils already stretched budget. Perhaps being vired to the public toilets budget head and we get a renewed road and our public lavatories in portobello stay open for many years to come too! We need to encourage joined up budgeting instead of the silo approach that we seem to have here!
Strongly Against	Strongly Support	Strongly Against	EH152R#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH76T#	FALSE	FALSE	FALSE	
Against	Strongly Support	Strongly Against	EH151H#	TRUE	FALSE	FALSE	
							The cobbles on Brighton Place are dangerous - anyone cycling on them is taking a big risk. They are very uneven and risk throwing cyclists off their bikes. I believe the cobbles have contributed to serious head injuries on this street. They are also bad for suspension on vehicles.
Strongly Against	Strongly Support	Strongly Against	EH152A#	TRUE	FALSE	FALSE	The only sensible and cost effective long term solution is asphalt reconstruction. Please do the right thing.
							I am strongly in favour of retaining the setts. Properly laid setts should last as long or longer than asphalt. Clearly they were not properly laid on a solid foundation the last time they were relaid. There are plenty examples of successful relaying of setts in the city. This is a conservation area and these are the only setts left in Portobello and are part of the heritage. Properly laid setts are not a problem for cyclists (1 cycle). Brighton Place is a busy road but it doesn't need to be the rat run it has become. It may not be possible to reroute some of the buses that currently use it but the imposition of a 20mph speed limit should help limit future damage.
Strongly Support	Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151R#	FALSE	FALSE	FALSE	Replace Brighton Place with any cobbled street in the New Town and ask the same question?
Strongly Support	Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	Cobbled streets are part of edinburgh's unique heritage and it's important to preserve these for future generations
Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	Whilst setts are pretty etc I don't think the expense can be justified when the duration is similar to a much cheaper option. From a personal point of view they are also horrible to cycle on and noisy.
Support	Strongly Support	Against	EH151H#	TRUE	FALSE	FALSE	The cobbles look nice and give a sense of history however are in dire need of repair/relaying. I would think it must be incredibly noisy for residents too. The length of time needed to relay them is far too long and would be too disruptive for the local area so the asphalt reconstruction would be the best option for the money.
Strongly Support	Strongly Against	Strongly Against	EH152B#	TRUE	FALSE	FALSE	It is important to keep the cobbles
							asphalt overlay is an awful technique - look at places in the new town where setts have been overlain with asphalt. Brighton place has extremely heavy traffic flow - including HGV vehicles and buses - suggesting an asphalt overlay wouldn't last. Also parking on the roadside reduces the width of the road actually used for moving vehicular traffic to a relatively narrow strip of road - increasing the pressure on the road surface. I'm also concerned - if relaying the setts lasts for 25 years - then why is the surface deteriorating after only 10 years.
Strongly Support	Support	Strongly Against	EH152R#	TRUE	FALSE	FALSE	Reducing the traffic flow may have a significant role in preserving any road surface - directing heavy vehicles along the Harry Lauder Road and along the goods route of Portobello High street
							Obviously the sett work 10 years ago was a shoddy job as it supposed to last 25 years according to the above. Asphalt is the cheapest over 20 years and will help the residents with less vibration As a regular cyclist I would welcome asphalt as a safer way to get around
Strongly Against	Strongly Support	Strongly Against	EH87R#	FALSE	FALSE	FALSE	
Neutral	Support	Support	EH151B#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH151D#	TRUE	FALSE	FALSE	Setts are part of the cultural heritage of Poretobello - they should be conserved in keeping with the built landscape of the area

							<p>The setts are a beautiful, durable, protected part of the historic environment. They should not be disposed of because of short term financial considerations. If they are relaid properly, the durability of a cobbled surface will FAR outlast any asphalt surface. Find me an asphalt road that would last 200 years! In fact, the state of the asphalt roads around the city is generally awful, but particularly any laid over cobbles - Frederick Street, for example.</p> <p>In my opinion, and many people that I know, they must on no account be replaced by or overlaid with asphalt - why this is being considered I simply can't understand. The Council surely wouldn't touch the cobbles in the New Town, so why do so here, when the area is just as historic and important in its own way, and indeed the only cobbled street left in the area. It is the gateway to Portobello, and a beautifully laid out street with a lot of historic architectural integrity. It should be (and supposedly is) protected. It adds considerably both to the beauty and atmosphere of this street and the area.</p> <p>Part of the reason the surface is in poor condition is because it was poorly relaid - a common problem around the city. The volume of traffic down Brighton Place has increased CONSIDERABLY since everyone started using it as a rat run/alternative route about five years ago when the roundabout at Portobello Road/High Street/Seafield interchange was changed to traffic lights and the roadworks meant people had to find a different route. The problem with the inadequately relaid setts has thus been exacerbated. Lay them properly and the road surface will be fine!</p> <p>I would also like to add that as the speed limit is being reduced to 20mph on Brighton Place, this will much reduce the stress on the road surface - perhaps the Council will take that into consideration? Currently, people race down this street not just in cars but vans and lorries - some at over 40mph - so the speed reduction will benefit not only safety, but the road surface, which gets a hammering from speeding.</p> <p>I should also point out that there was no undue vibration before the surface started getting bad in the last couple of years - and the asphalt inlaying of potholes has not helped, but sunk further than the cobbles themselves and created these pits into which the buses, etc, bounce. Now it is not just vibration - our building makes a huge thwacking sound every time a bus crashes into a pothole. I am absolutely sure that it is causing damage to the building and would urge the council to please relay the setts as soon as possible. The inconvenience would not be that great for us, living here, compared to the satisfaction of having the job done and the street's historic and aesthetic value and beauty protected.</p> <p>The point about cyclists is interesting, but as a cyclist who cycles with two children on board, I'd like to say that it is not the cobbles that are the problem, but the potholes and enlarged 'cracks' between cobbles because of laying issues that cause any problems. Of course many cyclists don't particularly like cycling on cobbles, but that's another matter and not a material consideration in the protection and future of a historic street.</p> <p>I also can't see that a three-phase laying of setts on this street will hugely affect Portobello High Street retailers. Presumably that was also a consideration during the roundabout/traffic lights roadworks a few years ago, previously mentioned, and it obviously didn't stop the Council going ahead then with necessary works.</p> <p>By the way, can I just ask why such a huge number of people are being consulted on this? It's our road - surely the opinion of someone driving down it from elsewhere has absolutely no bearing on it, in this context? Then the Council are just basically asking whether people prefer driving on setts or asphalt, which isn't really relevant. The fact is, the street is meant to be historically and aesthetically protected - or at least given extra weight - by expert opinion on the historic environment which has deemed it part of the character of the area. What are we if we lose our history? I hate to rant, but I feel very strongly about this. It's part of the reason we moved here in the first place!</p> <p>Many thanks.</p>
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	
Support	Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	I think it is worth re-laying the setts, but only if the surface will last, unlike last time.
Strongly Against	Strongly Support	Strongly Against	EH152E#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151T#	TRUE	FALSE	FALSE	There is only one viable option for such a central part of our town.
Against	Strongly Support	Neutral	EH151Q#	FALSE	FALSE	FALSE	The reconstruction of the setts would mean disruption in Brighton Place for far too long and would be too costly. Although they might look nicer than asphalt, the setts would probably soon become uneven again. They are currently a nightmare to drive on. Asphalt overlay is essentially a patch-up job which does not really solve the problem.
Strongly Support	Against	Strongly Against	EH151P#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH151J#	TRUE	FALSE	FALSE	Full sett reconstruction is in accordance with the Council's current policy and such works recognise the conservation area status of Portobello. I therefore strongly support the full sett reconstruction option despite the possible inconvenience that may be caused by a lengthy period of roadworks.
Strongly Against	Strongly Support	Support	EH151H#	TRUE	FALSE	FALSE	The surface on Brighton Place is currently exceedingly dangerous for cyclists - not helped by (often speeding) drivers who rarely make any allowances for cyclists attempting to navigate the cobbles and the potholes.
Strongly Support	Neutral	Strongly Against	EH151J#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152H#	TRUE	FALSE	FALSE	Lifting and re-setting the existing cobbles in my opinion is the only method we should look at. The cobbles are a valued part of the history of Portobello and as such we need to protect our Conservation obligation. We are in danger of slowly eroding the historical aspects of our community. I have lived across Edinburgh and at every location have know vibration to be felt within properties. The works could be carried out in a phased manner which could potentially allow access in and out of Portobello.
Strongly Support	Strongly Support	Against	EH151L#	TRUE	TRUE	FALSE	

Support	Strongly Against	Strongly Support	EH152A#	TRUE	FALSE	FALSE	If you could get option one down in time I think this is the best option. My concern is the impact to local shops and the Portobello market, as well as where the residents will park while the work is going on. Already Windsor place looks like a car park most of the time.
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	FALSE	FALSE	I think it's really important to preserve the heritage of Brighton Place and replace the sets in full. It's worth the disruption & a temporary detour through Lee Crescent is possible. The uneven road surface at present is making the buildings shake and vibrate! So for me works can't start soon enough
Neutral	Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	I would like the setts replaced for aesthetic/historic reasons, but think these are outweighed by the cost, duration of the works and disruption this would cause, as well as the potential effects on local traders. For this reason I support the asphalt reconstruction. I am against the asphalt overlay as I suspect it would break up fairly rapidly due to the volume and speed of traffic on Brighton Place.
Strongly Support	Strongly Against	Strongly Against	EH151P#	TRUE	FALSE	FALSE	The sets are integral to the urban and historic character of this important area of Portobello and on that basis should be retained. As a cyclist who uses this street regularly, the main issue is the poor condition of the road and not the sets per se. Well laid setts are cycle friendly in that they are easy to cycle on, help slow drivers and allow cyclists good awareness of traffic behind them. I am interested in the above bullet point on this consultation with regards vibration and would wish to understand the evidence base with regards vibration into people's homes. Surely vibration would be very similar from all options presented and therefore is not a material factor that should influence this decision? Traffic calming measures- particularly widened pavements at junctions- could be integrated with any proposed works and would help change driver behaviour and slow traffic. Speed is currently an issue, and surprising given the state of the road surface.
Neutral	Strongly Support	Against	EH151D#	TRUE	FALSE	FALSE	As a purely personal point of view in terms of physical comfort I would go with Asphalt Reconstruction as the present situation means I avoid Brighton Street at all costs because of the pain it causes me physically. In an ideal world & less heavy traffic my option would be for Full Sett. It is so heavily used common sense has to prevail I think.
Strongly Against	Support	Strongly Support	EH151H#	TRUE	FALSE	FALSE	Anything that helps retailers in portobello should take priority, working for 56 weeks on the road is sure to impact on businesses and for what benefit? so it looks nice...not worth it
Strongly Support	Strongly Against	Strongly Against	EH152J#	TRUE	FALSE	FALSE	If setts are correctly laid then there should be a smooth surface as is the case in the High Street in the city centre. Of course underground services will need to be assessed as will the problem that cyclists encounter
Strongly Support	Strongly Against	Strongly Against	EDINBUR	TRUE	TRUE	FALSE	
Strongly Against	Support	Against	EH152B#	TRUE	FALSE	FALSE	I think the setts are problematic. Even the parts of the Brighton Place that have had setts relaid in recent years are very deteriorated and bumpy to the point of dangerousness for a bicycle. I have heard that there are difficulties in getting adequately skilled people to undertake the work. However, even if that is not correct, it does seem that setts are intrinsically not appropriate for sustaining the heavy traffic on that street - including frequent buses. As a cyclist I am reluctant to cycle on the Brighton Place road surface, and when possible (ie no pedestrians), would prefer to use the pavement. I do not have the technical knowledge to suggest whether complete removal and replacement with tarmac or laying tarmac over the setts is preferable. I would imagine that the unevenness of the current surface with deep potholes would mean the less radical (presumably cheaper) option would be unlikely to last long before the different thickness of tarmac would lead to new potholes appearing.
Against	Support	Strongly Against	EH152Q#	TRUE	FALSE	FALSE	
Against	Strongly Support	Strongly Against	EH151E#	TRUE	FALSE	FALSE	The roadway replacement at the shore has started to move already. I suggest the full sett reconstruction will deteriorate in a lesser period of time than it takes to complete the job.
Against	Strongly Support	Against	EH152P#	TRUE	FALSE	FALSE	Option 2 is preferred. Due to cost and timescales. Road is main route to Porty from Duddingston, mountable therefore closing for long period would create large impact. I think lothian buses should revert to single deck buses and not doubles on this road.
Strongly Support	Strongly Against	Strongly Against	EH151E#	TRUE	FALSE	FALSE	Let's not lose our lovely town to Tarmac
Strongly Against	Strongly Support	Against	EH152J#	TRUE	FALSE	FALSE	The cobbles are a disaster for cyclists, pedestrians and wheelchair users. Asphalt overlay is not a long-term solution. Asphalt reconstruction is the best option.
Against	Strongly Support	Against	EH151P#	TRUE	FALSE	FALSE	I know this is a conservation area and in an ideal world setts would be the nicest option but I don't think its worth spending all that money, time and effort on replacing the setts. There is so much modern street furniture with bollards, signs etc that a bit of tarmac would hardly be noticed. Would it be possible to lighten the colour of the top coat rather than have stark black? I think the cyclists would be grateful too. I think doing the asphalt job properly rather than just spreading it over the setts would be best. Maybe the setts could be recycled to another area of Edinburgh
Strongly Support	Neutral	Against	EH152D#	TRUE	FALSE	FALSE	It is a conservation area so should be conserved!

Strongly Against	Strongly Support	Strongly Against	EH151A#	TRUE	TRUE	FALSE	Based on what happened last time, I have no confidence whatsoever in the ability of City of Edinburgh Council or their appointed contractors to re-lay the setts properly. Last time, the works took 6 months, causing huge inconvenience to local people and resulting in loss of earnings for local traders, and it was obvious within weeks that the job had been botched. The fact is that this type of road surface was designed for horse and carriage and is entirely unsuitable for the volume and nature of traffic that this road endures, including HGVs and frequent bus services. That's not to say that we should have plain black tarmac instead. There are many options that could be explored, including the use of coloured chips that would provide an attractive and practical alternative.
Neutral	Support	Strongly Against	EH151P#	TRUE	FALSE	FALSE	Depends on availability of funds. The setts are such a small run the effect on the area is minimal compared to the cost. Overlay doesn't stack up in terms of overall costings and lifespan. Much as I will miss the setts I feel it is time to make a change. Also 56 weeks of disruption?!!
Against	Strongly Support	Against	EH152E#	TRUE	FALSE	FALSE	As a cyclist and motorist I believe this would be the best option for the majority
Neutral	Strongly Support	Strongly Against	EH151T#	TRUE	FALSE	FALSE	Although I love the current road surface, I admit it is hard on cars and walkers. It seems if you want to lay asphalt, it needs to be done properly; needs to be laid on a well prepared surface. Maybe the bricks that are lifted could be used in some construction locally to reuse them.
Strongly Support	Strongly Against	Strongly Against	EH152H#	TRUE	FALSE	FALSE	We must try to preserve as much of the original character of the area as possible.
Strongly Against	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	Smoother surface less vibration less damage to homes and smoother surface for cycling. The cost overall more acceptable and less disruption.
Strongly Support	Against	Against	EH151R#	FALSE	FALSE	FALSE	A truly beautiful street it would be sad to see it lose it's charm with asphalt.
Support	Neutral	Neutral	EH152B#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152N#	TRUE	FALSE	FALSE	Setts also provide traditional labour. I have an idea for an improved process that might speed the process up and help the rest of sett replacement projects in Edinburgh if someone would like to call me 07972203030
Strongly Against	Support	Strongly Against	EH151E#	TRUE	FALSE	FALSE	The duration of road closure is a significant factor as 56 weeks for full reconstruction is extraordinary! Although setts look lovely they must cause so much vibration and noise for residences. Asphalt is good for the vast majority of streets.
Strongly Support	Strongly Against	Against	EH152D#	TRUE	FALSE	FALSE	1) We have not been told why the present surface has deteriorated so badly in less than 20 years. Will the same mistake be made again? Can it definitely be avoided? If this question is not addressed, any expenditure at all is throwing good money after bad. If you don't know what the problem is, you can't fix it. 2) I think I might support asphalt overlay so that the issue could be readdressed in the future when Brighton PI has become so choked, nobody wants to drive down it anyway. However, if it's the foundations or the way the setts were relaid last time that is causing the damaged surface, I can't see how overlaying will be any more than a very temporary fix.
Strongly Support	Strongly Against	Against	EH152Q#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	
Against	Strongly Support	Support	EH152E#	TRUE	FALSE	FALSE	As a cyclist the setts can be dangerous
Neutral	Neutral	Neutral	EH152B#	TRUE	FALSE	FALSE	My input into the consultation on Brighton Place resurfacing: I feel that none of the 3 options outlined are ideal from my perspective as a regular user. The missing option is for a relay of the setts but with a narrow strip of tarmac or other material on either side of the road that would allow safe passage for a cyclist. In short, any solution to the problem of Brighton Place that doesn't specifically address cycle and pedestrian safety would be a failure. I say that as both as a driver and as a cyclist: as a driver I have often been worried about the safety of cyclists that are ahead of me. As a cyclist I can report that it is a very dangerous road. I like the appearance of the setts and recognise the role they play in establishing neighbourhood character. But to put an aesthetic preference for 19th century technology ahead of safety on a road that will soon see an increase of school traffic would be manifestly improper. If it is not possible to have a cycle strip on top of the setts I would favour their replacement by a new, better designed road ahead of a mere asphalt overlay. It doesn't seem sensible to consider the redesign of Brighton Place without also thinking about the way in which Brighton Place relates to the High Street. I think the surfacing issue should be part of a redesign of the traffic lights in which we could have some kind of Poynton style "shared space" solution which would almost certainly improve traffic flow. See for instance here: https://www.youtube.com/watch?v=-vzDDMzq7d0
Strongly Support	Against	Strongly Against	EH152H#	TRUE	FALSE	FALSE	1. The cobbled approach to Portobello is one of the few remaining in the city. It would be a shame to lose it. 2. It strikes me as a little bizarre that relaying a couple of hundred meters of cobbles will take "over 56 weeks". Our forefathers would be amazed at the estimated time and cost. 3. If they are going to relay the cobbles they should take the chance to relocate the services under the road. Half the problem with the current surface is that those making fixes to the services over the years have botched the relaying of the patch of cobbles that they have disturbed.
Strongly Support	Against	Against	EH152E#	TRUE	FALSE	FALSE	

Against	Strongly Support	Against	EH151L#	TRUE	TRUE	TRUE	
Against	Strongly Support	Support	EH151E#	TRUE	FALSE	FALSE	Cycling along Brighton Place is currently a nightmare and very unsafe
Strongly Support	Strongly Against	Strongly Against	EH151T#	TRUE	FALSE	FALSE	Heavy goods vehicles and buses that cause damage to the setts should be diverted via Sir Harry Lauder road or drive along another arterial road into Portobello to increase the longevity of the setts. I dare say had this happened the current setts would have lasted beyond ten years. I would prefer the street to remain as it is and like the high street in the city centre. Solutions have been identified to allow Brighton Place to retain its character and heritage. It would be an abomination if it was covered in asphalt!!
Strongly Support	Strongly Against	Strongly Against	EH152Q#	TRUE	FALSE	FALSE	It is a highly visible aspect of Portobello heritage in a conservation area and should be retained. Although full sett reconstruction is more expensive, the cost is in my view greatly outweighed by the aesthetic and historical interest in retention in my opinion.
Against	Support	Against	EH87L#	FALSE	FALSE	FALSE	I do not wish my name and address to be published.
Strongly Against	Strongly Support	Neutral	EH152E#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH151L#	FALSE	TRUE	FALSE	As a cyclist, driver and pedestrian, the most sensible option would seem to be the asphalt reconstruction. This should prevent cyclists from riding on the pavement endangering pedestrians as well as protecting people's cars and bikes from damage. Considering that there are no other cobbled streets in Portobello, I don't believe the removal of the cobbles would adversely affect the look of the area.
Strongly Support	Strongly Against	Strongly Against	EH151S#	FALSE	FALSE	FALSE	once the sets are removed they will never be replaced and another special heritage feature is gone forever. Yes the cost is higher but we shouldn't be removing and making a headlock financial decision because of incompetence and tram mismanagement. There was problems quickly after they were laid the last time and no maintenance done. How about basic inspection duty and claw back on contracts if there is deterioration - fulfilling guarantees. This is a very biased and leading survey. Where is the sources of lifespan of options. Sets have lasted 100's of years throughout the country
Support	Against	Against	EH152P#	TRUE	FALSE	FALSE	
Neutral	Support	Against	EH152J#	TRUE	FALSE	FALSE	I love the look of the cobbles but the cost and practicality (being a cyclist asphalt would be better) I find it hard to justify the cost and time. It would be great if we could relocate the setts to somewhere less used by cyclists/ buses but still within portobello /joppa area.
Strongly Support	Strongly Against	Strongly Against	EH87Q#	FALSE	FALSE	FALSE	as the street which leads down into Portobello from Duddingston, Mountcastle, Northfield and other surrounding areas this should be preserved to maintain the character and historic nature of Portobello. From a personal point of view I've always seen it as a "marker" that I'm now entering Portobello. I can't help but question how the current road surface is in such a bad state if it isn't even 10years old (and lets face it, the deterioration is not a recent thing) does the council not have some form of workmanship guarantee?
Neutral	Support	Strongly Support	EH151H#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152B#	TRUE	FALSE	FALSE	Brighton Place should have full sett reconstruction followed by creation of a no parking zone (both sides of the street) from the railway bridge to the foot of Bath Street.
Strongly Support	Strongly Against	Strongly Against	EH152L#	TRUE	FALSE	FALSE	
Strongly Against	Against	Strongly Support	EH152H#	TRUE	FALSE	FALSE	
Support	Support	Against	EH152Q#	TRUE	FALSE	FALSE	I can see pros and cons for both full sett overlay and asphalt reconstruction. I only see cons for asphalt overlay. I do acknowledge that the setts have character and historic value, but as a cyclist and a skinflint asphalt reconstruction is my preferred option.
Strongly Against	Strongly Support	Against	EH141L#	FALSE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151A#	TRUE	FALSE	FALSE	The cheapest option is not always the best and the key issue here is that well laid cobbles will outlast other surface options. Thus the cost difference over time is less significant and the heritage character of the street is preserved. If vibration is a serious issue for residents (many of whom will have moved in KNOWING that the street was cobbled) perhaps the street should be closed to heavy vehicles or be subject to a lower speed limit.
Strongly Support	Against	Strongly Against	EH151S#	FALSE	FALSE	FALSE	
Against	Strongly Support	Strongly Against	EH151R#	FALSE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152J#	TRUE	FALSE	FALSE	This is a piece of Portobello's history. Once these cobbles are tarmacked over they are gone forever. We should be retaining and protecting such features of our towns.
Strongly Support	Strongly Against	Strongly Against	EH87P#	FALSE	FALSE	FALSE	
Neutral	Strongly Support	Strongly Against	EH75U#	FALSE	FALSE	FALSE	Asphalt overlay is destined for early failure where heavy vehicle wear exposes the setts underneath and the damage propogates from here. If we accept asphalt, to provider a smooth, resilient and safe road surface it should at least be done properly or these will be relatively expensive, short-term works for their limited lifetime.

Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	TRUE	I am a resident on Brighton Place and accept that there will be disruption for full sett reconstruction. I am not currently adversely affected by vibration, therefore that aspect may be exaggerated by those who are. It is a conservation area, we have a duty to conserve, not to patch up or to accept poor alternatives on the basis of cost. As a resident I am restricted as to what I can do and there are cost implications, the council should be similarly restrained.
Neutral	Strongly Support	Strongly Against	EH151N#	FALSE	FALSE	FALSE	
Strongly Against	Strongly Support	Neutral	EH153P#	FALSE	FALSE	FALSE	Due to the uneven road surface I go out of my way to avoid driving my car in Brighton Place. I have already had to replace a suspension spring in my car and would be fearful of another such incident happening.
Neutral	Strongly Support	Against	EH151L#	TRUE	TRUE	FALSE	Although I love the historical look of the setts, they were never designed for 21st century living and they don't suit the modern usage of the street.
Strongly Against	Support	Against	EH152H#	TRUE	FALSE	FALSE	Whilst they may look nice the Setts are completely impractical for this busy road. I would prefer they were lifted and laid elsewhere. However if this is not possible I would support an asphalt overlay although I would be concerned that the movement of the Setts will mean constant repairs to the asphalted road.
Support	Against	Strongly Against	EH152A#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	SW76H#	FALSE	FALSE	FALSE	The cobbles should be preserved for historical and sedimental value for portobello.
							Asph. reconst: best compromise
Neutral	Strongly Support	Against	EH152L#	TRUE	FALSE	FALSE	there seems to be no good reason for setts on such a major road (as well as cost/duration of work)
Strongly Against	Strongly Support	Support	EH152Q#	TRUE	FALSE	FALSE	The setts are a disaster and there is a precedent as Holyrood Road was given an asphalt overlay some years ago.
Strongly Support	Strongly Against	Strongly Against	EH152D#	TRUE	FALSE	FALSE	We have very few cobbled Streets left - please keep the setts despite the disruption and time scale!
							Who is the sage who says 20 years for full sett when the current one has only lasted 10 years and it is in an atrocious condition? I trust that a robust control of the workmanship completed is also carried out.
Strongly Against	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	The huge number of poor road repairs in recent times has come back to haunt the council. It MUST be controlled.
Support	Strongly Support	Strongly Against	EH152A#	TRUE	FALSE	FALSE	
Strongly Against	Neutral	Strongly Support	EH152J#	TRUE	FALSE	FALSE	When you see the state of our own road with its potholes and poor surface quality which cannot be replaced for some years due to lack of funds it seems that we should certainly not be spending a fortune on replacing setts purely for 'conservation' reasons. I therefore strongly support the Asphalt overlay.
Support	Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	
Support	Strongly Support	Strongly Against	EH76T#	FALSE	FALSE	FALSE	
							1 Setts must be laid properly and drains too, so that there is no standing water after light rain. Setts are important to conservation areas and to Edinburgh's distinctive appearance. 2 Temporary road/lane closure to enable work to take place can be done with minimum disruption to traffic; it has been done before. 3 Would money/workmen be available from Historic Scotland for work with setts?
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH105B#	FALSE	FALSE	FALSE	
Neutral	Strongly Support	Support	EH151L#	TRUE	TRUE	FALSE	I would welcome the Asphalt reconstruction. I live at ... Lee Crescent and the level of vibration in every room in our flat has notably increased over the last 2 years. (Windows shaking, hairline cracks appearing in plaster, etc)
Neutral	Support	Against	EH151L#	TRUE	TRUE	FALSE	I do like the look of the setts, but they're dangerous to cycle on, and difficult to maintain.
							Given the current financial constraints I would much rather lose the cobbled setts and have a (hopefully) long lasting surface. I think it would be hard to justify diverting money from more important services such as parks, libraries, public conveniences, personal care for the elderly etc. in order to maintain a short stretch of cobbled sett which is not universally popular and particularly if it were to mean Brighton Place being closed for such a lengthy period. However I think consideration should also be given to finding ways to deter speeding - the setts naturally deter the majority of drivers from speeding, but there are still some who drive far too fast. I would be worried about the safety of pedestrians, particularly school children, if an asphalt surface should be put in without other safety measures to deter fast traffic.
Neutral	Strongly Support	Strongly Against	EH151L#	FALSE	TRUE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH151R#	FALSE	FALSE	FALSE	IT IS A NIGHTMARE DRIVING OVER THE COBBLES
Strongly Support	Strongly Against	Strongly Against	EH216L#	FALSE	FALSE	FALSE	Keep them, it's our heritage!

Neutral	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	FALSE	IF the setts were laid properly they could be a good long term surface so if function well like some other streets in edinburgh they would be ok for cycling on and would be durable for the long term. However I think there must be other priorities for the money and if installed anywhere setts should be used on less busy roads. Also it would be ironic if the installation of a heritage measure ie phoney olde worlde setts caused long term real damage to real old world housing nearby. Any attempt to patch and mend using asphalt over the existing setts would be a waste of good money.
Strongly Support	Strongly Against	Strongly Against	EH152A#	TRUE	FALSE	FALSE	ltye cobbles are a big part of the look of portobello and shouldn't be replaced with standard rises. We need to retain the character in places like portobello and would be a sad day if they were to go.
Strongly Against	Strongly Support	Strongly Against	EH151Q#	TRUE	FALSE	FALSE	To much traffic on this road to continue relaying Full Setts every decade. cannot justify the cost recycle the setts in a pedestrian area and with some of the money saved spruce up the railway bridge (gateway to Portobello) which is in a very poor state. also road is not at all bike friendly
Strongly Support	Strongly Against	Strongly Against	EH153A#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH152B#	TRUE	FALSE	FALSE	There are so many rules and regulations for people buying older properties that force them to go to exceptional lengths to preserve original period details. Although such measures can be considered draconian at times they are intended to preserve the heritage of an area. Just as much consideration should be directed to the preservation of other historical features in an area, such as the roads. To lose these roads to asphalt would lower the historical sense of Portobello significantly.
Against	Strongly Support	Support	EH152Q#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH151E#	TRUE	FALSE	FALSE	I believe it is important to retain the cobbles as part of Portobello's heritage. However if this level of investment is made I think it is vital that the council ensure that following any future lifting of the cobbles for water works/gas works etc that the cobbles are re-laid properly and to a high standard. There has been at least two occassions in the last 10 years where following gas/water works the relaying of the cobbles was well below standard resulting in a poorer surface when compared to how it was immediately prior to the road works.
Strongly Against	Neutral	Neutral	EH151A#	TRUE	FALSE	FALSE	
Strongly Support	Strongly Against	Strongly Against	EH87Q#	FALSE	FALSE	FALSE	Piece of history must be retained not just ripped up due to budget constraints
Strongly Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	The projection for the durability of the setts is very optimistic, given they were newly laid relatively recently. Living on Brighton Place in a listed home that vibrates with each bus that passes, and it doesn't seem to make a lot of sense to preserve the street at the expense of the homes falling apart. We worry about the safety of the cobbles for cyclists, but also as a surface for cars.
Strongly Support	Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	In the interests of road safety I would not object to the replacement of the setts under the road bridge (Sir Harry Lauder Road) up to the start of the houses, with asphalt. A case could also be made for extending the asphalt strip at the traffic lights to reduce the chance of skidding when braking.
Against	Support	Against	EH151L#	TRUE	TRUE	FALSE	
Strongly Support	Support	Strongly Against	EH151L#	FALSE	TRUE	FALSE	
Against	Strongly Support	Strongly Against	EH151R#	FALSE	FALSE	FALSE	It will be a pity to see the setts go after all these years but the high cost of reconstruction and time involved is unacceptable.
Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	A highly recommended company needs to be employed to replace the existing road surface, preferably with Ashphalt. This road has a high volume of traffic so a quality job needs to be carried out which will last and look good for many years. Brighton Place is a very busy street and Ashphalt would cut the noise of buses, lorries and cars which at the moment rattle their way up and down and create vibrations in the houses.
Neutral	Support	Neutral	EH152A#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Against	EH151L#	TRUE	TRUE	TRUE	A partial sett reconstruction, in sections or small marker bands as seen at Duddingston village would be my preferred option, but it is not given here. It would retain a flavour of the character of the setts but avoid the time, cost and other continuing issues with the current setts. The situation regarding vibration to the buildings and the safety of cyclists and pedestrians due to the poor condition of the road is very important to me. New setts will need to be replaced within 10 years, judging by the rate of wear and tear. By my recollection they were also replaced in the late 1990s, so twice in 20 years does not match the 25 years expected lifespan.
Strongly Against	Strongly Support	Support	EH153P#	FALSE	FALSE	FALSE	About time the surface is currently dangerous. I know people like the setts and if laid well they would look good. However, by way of a comparison, the council closed the road by the Shore in Leith for many weeks to reinstate them there and the surface is already full of depressions from buses and trucks braking.
Strongly Against	Strongly Support	Strongly Against	EH153A#	TRUE	FALSE	FALSE	Get the black stuff down. Because of time scale and costs it would be better to go with the asphalt reconstruction especially with the current cut backs
Strongly Against	Strongly Support	Strongly Against	EH151H#	TRUE	FALSE	FALSE	Something long lasting has to be done about this section of road. As a cyclist it is becoming more and more dangerous to cycle upon it with the constant changes in surface condition unsteadying you and often forcing you into the path of the traffic. Can't justify the cost of full set for roughly an extra 5 years lifespan. Overlay has too short a life span, can't guarantee the mainentance will be done on time. The cobbles are nice to have but surely cost and safety have to come first.

Strongly Against	Strongly Against	Strongly Against	EH151D#	TRUE	FALSE	FALSE	There are many surfaces in far worse condition than the Brighton Place setts, and this is a ridiculous amount of money and disruption for something that is not essential. I cycle and drive this road daily and it really doesn't seem to be a problem. Why not spend the money more effectively elsewhere? Alternatively, why not involve the Portobello community in the work, and use it as a capacity building and community engagement opportunity?
Strongly Support	Strongly Against	Strongly Against	EH152N#	TRUE	FALSE	FALSE	
Strongly Against	Strongly Support	Neutral	EH152H#	TRUE	FALSE	FALSE	These things are a death trap and should be lifted regardless of how pretty they are. If people have a particular need to keep them, they should be re layed in a pedestrian only area, park or given out free to Portobello residents for their paths or gardens They do not belong on a road in the 21st century - I used to drive buses along there and had a good few scary moments where I could have easily slid into pedestrians. You only need to look at the Glasgow bin lorry damage to see how near we are to killing folks with cobbles. Scandalous that this is allowed on a route used by children going to school every day.
Strongly Support	Strongly Against	Strongly Against	EH151T#	TRUE	FALSE	FALSE	
Neutral	Support	Strongly Against	EH152R#	TRUE	FALSE	FALSE	Although I love the setts , the cost is high and the worry is that the setts may not be laid back as well as before . The time taken to do this is also worrying with relation to the possible disruption to the traffic in the area . Not confident about laying asphalt on top of the setts at all .
Strongly Support	Support	Strongly Against	EH164L#	FALSE	FALSE	FALSE	
Strongly Against	Strongly Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	Relaying new setts seems a nonsense when we have a cheaper, hard wearing, more cyclist friendly alternative. The setts on Brighton place deter me from cycling down there and mean that I often cycle (very slowly!) down the pavement instead. I also think that a solution that requires continual maintenance every 5 years and will end up costing more is not a solution.
Against	Support	Against	EH152A#	TRUE	FALSE	FALSE	asphalt reconstruction would appear to be the most cost effective and least disruptive option. The setts are not suitable for today's traffic needs
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	LIFESPAN QUOTED FOR SETTS IS INCORRECT - CEC HAS CONFIRMED IT WOULD BE 40+ YEARS. THIS MEANS THE SETTS ARE A MUCH MORE COST-EFFECTIVE OPTION THAN YOUR FORM SUGGESTS. THE SETTS ARE AN INTEGRAL PART OF CONSERVATION AREA AND THEIR REMOVAL WOULD COMPROMISE CA. SETTS ACT AS A NATURAL TRAFFIC CALMING MEASURE AND THIS IS IMPORTANT ON A STREET BORDERED BY A PARK. LOWER SPEEDS ARE ALSO HELPFUL TO CYCLISTS, MAKING IT SAFER.
Neutral	Support	Against	EH152B#	TRUE	FALSE	FALSE	Would prefer road laid with setts but with tarmac cycle lanes
Strongly Against	Strongly Support	Strongly Against	EH152J#	TRUE	FALSE	FALSE	In terms of length of use and cost option 2 is best. Option 3 is a short term expensive patch up.
Support	Support	Against	EH151H#	TRUE	FALSE	FALSE	Cost is critical ... Position what else portobello could get for their money by taking middle option?
Strongly Against	Strongly Support	Strongly Against	EH152Q#	TRUE	FALSE	FALSE	it is a no brainer for cycle safety - crossing to the Christian path from the road is utterly lethal on a bike. long term proper fix required - esp on a bus route full resurfacing will make it quieter for residents too.
Support	Strongly Support	Strongly Against	EH151N#	FALSE	FALSE	FALSE	It's a congested stretch of road made worse by having a terrible surface, it's awful to cycle on which forces cyclists onto the pavement, so clearly something needs to be done. Asphalt Reconstruction makes sense in that the surface would be safer for cyclists, it wouldn't cost as much as full sett reconstruction and would last. It is a shame that it wouldn't look as nice as setts but all the advantages outweigh all the negatives of the setts (the expense, the time it would take, the noise/vibrations, general safety issues). Asphalt Overlay that only lasts 5 years shouldn't be on the table at all, within 5 years the road will be a complete mess and even more treacherous than it is now. It's a terrible option.
Strongly Support	Strongly Against	Strongly Against	EH151T#	TRUE	FALSE	FALSE	Will the works affect pedestrians, if so, this would be an inconvenience but car drivers can find an alternate road route in the comfort of their cars....
Strongly Support	Strongly Against	Strongly Against	EH151U#	TRUE	FALSE	FALSE	I have visited Portobello all my life and have lived here for 30 years. I have seen the town change from run down to a thriving community. By not spending money to keep the town authentic, it could easily slip backwards again.
Strongly Support	Strongly Against	Strongly Against	EH152H#	TRUE	FALSE	FALSE	my preference is full set with speed bumps to protect them and also minimise the noise.
Neutral	Strongly Support	Strongly Against	EH151N#	FALSE	FALSE	FALSE	It will be sad to see the cobbles go but I think it's time, especially when you see how much they will cost and maintain. Roadworks on Brighton Place for over year is awful thought.
Neutral	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	FALSE	I will be sorry to see the setts go from an historic p.o.v but think the level of traffic use on Btighton PI needs a robust and durable surface. I am a cyclist and refuse to ride on the road there. I also work in Eyre PI, supposedly example of relaid sett surface and it is an uneven and many patched surface - so not delivering the aesthetic delight you might expect. The costs and time issues also make the setts option impractical, sadly
Support	Strongly Support	Strongly Against	EH151J#	TRUE	FALSE	FALSE	against an overlay - think this temporary fix wouldn't be helpful. Think the cobbled are lovely but appreciate that they cause problems for cyclists and perhaps our budget would be better spent elsewhere...
Strongly Against	Strongly Against	Strongly Support	EH152Q#	TRUE	FALSE	FALSE	
Neutral	Strongly Support	Strongly Against	EH152N#	TRUE	FALSE	FALSE	As both a cyclist and driver I travel up Brighton Place several times per week. As a cyclist in all weathers the setts are terrible and I do end up on the pavements more times than not. As a driver they are uncomfortable but not too much of a concern. Whilst I understand the need to keep some streets traditional I feel that Brighton Place is now a thoroughfare (including buses) and as such should reflect this in the make up of the street (e.g. asphalt rather than setts). I do not, however, live down Brighton Place so can only give my view as a cyclist (horrible road to go down) and driver (indifferent)

Strongly Against	Strongly Support	Neutral	EH152E#	TRUE	FALSE	FALSE	As a cyclist, cycling on cobbles is exceedingly uncomfortable,dramatically increases the wear and tear on a bike and above all is treatorous when wet or icy.
Neutral	Neutral	Neutral	EH151A#	TRUE	FALSE	FALSE	
Against	Strongly Support	Strongly Against	EH151L#	TRUE	TRUE	FALSE	While full sett reconstruction would be attractive initially, there is no way it will last 20 years. Within just a few years it will undoubtedly be dug up for utilities work, and the setts replaced poorly leading to an uneven, noisy, dangerous surface. Better to do Tarmac properly.
Strongly Against	Strongly Support	Strongly Against	EH151A#	TRUE	TRUE	FALSE	Please replace the setts with full asphalt. I live in Rosefield Avenue Lane and the vibrations are really strong, I can't imagine what those living closer feel like. I grew up in Porty constantly referring to Brighton Place as "the cobbled street", so I do understand the heritage aspect, but it just isn't practical or that financially viable, especially given the right financial situation the council is in. I also think we cannot close the road for the length of time it would take to replace the setts. The overlay also seems like a bad option, there is no point going for the quick fix that will end up costing more money and time down the line.
Against	Strongly Support	Neutral	EH151U#	TRUE	FALSE	FALSE	The cobbles are no longer viable for today's traffic but with budget restrictions reconstruction would seem best value for money.
Against	Strongly Support	Support	EH151J#	TRUE	FALSE	FALSE	I dont think we can justify the full cost of "re-setting" and the regular upkeep that will involve so the full tarmac seems best option...for local householders and cyclists too...it's like mountain biking at the moment and I fear being thrown from my bike!
Against	Strongly Support	Against	EH151S#	FALSE	FALSE	FALSE	Any kind of sets would be a nightmare for cyclists. Doing it properly with asphalt reconstruction seems the best way. I don't go with the "heritage" argument - the sets are just the road technology they had in those days
Strongly Against	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	Setts/cobbles look nice but are completely impractical for such a busy road and cost far too much when this money could be used for many other, more worthwhile, uses by the council. Plus closing such a busy road for a year would be a disaster and totally disruptive to Porty. Option 2 ensures the surface lasts for around 20 years and means the road is not closed for too long. If Option 3 only lasts for 5 years then there is absolutely no point in even considering this.
Strongly Against	Strongly Support	Against	EH152Q#	TRUE	FALSE	FALSE	I find the sets make it difficult to cross the road quickly and yet it is such a busy road. Considering the current budget restraints I think it ridiculous to consider spending 1.3m on a road that already has had so much money spent on it. As already outlined the time factor to do the job must be taken into account; the shops on the High Street and, of course, the residents if the sets are causing them problems. I think safety comes before the historical significance and hope the sets go.
Against	Strongly Support	Support	EH151L#	TRUE	TRUE	FALSE	Examples of relayed setts elsewhere lead me to conclude they are not viable for a high traffic road such as this
Strongly Support	Support	Strongly Against	EH151A#	TRUE	FALSE	FALSE	Although I understand the financial constraints, Brighton Place is in the middle of the conservation area. If the decision is made for anything other than a full sett reconstruction, then the conservation area should be dismissed and those of us living within it should be relieved of the restrictions currently in place. Personally, I would love to have a driveway to park in, in front of my house, double glazing, solar panels on my roof and a sky satellite box. I am not allowed to have any of these because I own a house in the conservation area. To do anything other than a full sett reconstruction on Brighton Place is hypocritical and blind to the future of the conservation area. Why should Edinburgh City Council even consider breaking rules that it imposes on its residents?!?
Support	Strongly Support	Against	EH151Q#	TRUE	FALSE	FALSE	
Support	Neutral	Strongly Against	EH152D#	TRUE	FALSE	FALSE	No explanation is given for the current state of the road: were the setts badly laid, or, if not, why has the surface deteriorated so rapidly? I prefer full sett reconstruction, but only if measures are put in place to limit damage and vibration. I suggest a restriction on vehicle types allowed to use Brighton Place: no heavy lorries, single-deck buses only. Speed limit should be lowered - is BP in 20mph zone?
Against	Strongly Support	Strongly Against	EH152L#	TRUE	FALSE	FALSE	Generally in favour of conservation but not were the cost and time delay is excessive. The asphalt overlay option is inadequately set out as no estimate is made of the recurring times the road would be disrupted by subsequent repairs
Strongly Support	Strongly Against	Strongly Against	EH152E#	TRUE	FALSE	FALSE	The Brighton area is one of the best preserved parts of the conservation area and the setts make a very significant contribution to the character of the area. It is council policy to retain setts in conservation areas and that should be followed. Although sett replacement will cost more and take longer to do, it will, according to council advice, last for 40 plus years. There should be a speed limit of 20 mph on Brighton Place which would lessen vibrations to nearby houses.
Strongly Support	Strongly Against	Strongly Against	EH151J#	TRUE	FALSE	FALSE	
Strongly Support	Against	Against	EH87E#	FALSE	FALSE	FALSE	I support this option for 2 main reasons. Firstly, I understand that the projected lifespan of setts is actually 40 years, not as stated above. Secondly, in a conservation area, it is vital that certain components are allowed to prevail, even if the cost is higher to achieve this. Whilst I fully appreciate that an issue about large vehicular traffic causing vibration issues, that is a separate matter and could be addressed in another forum. As a longstanding resident of this area and having lived in and attended school in Portobello, I would very much wish to see cobbled streets in place, in all their glory. They are a part of Portobello.
Strongly Support	Strongly Support	Strongly Against	EH87S#	FALSE	FALSE	FALSE	
Against	Strongly Support	Support	EH151J#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH92J#	FALSE	FALSE	FALSE	You cannot possibly take 56 weeks to relay these setts. This appears to be a device to influence the decision away from relaying the setts. Properly laid setts, by an experienced layer of setts should not present any hazard to cyclists. It's only when they are done on the cheap, by inexperienced sett layers that there is any hazard.

Strongly Against	Strongly Against	Strongly Support	EH152H#	TRUE	FALSE	FALSE	Initially asphalt reconstruction seems to be the most sensible option for the long term, however asphalt overlay would allow for a reversal in the future which the reconstruction option would not - overlay would leave the setts in place, be a quicker and cheaper option in the short term and allow the community to decide again in five or so years time. It may cost more in the long term but money needs to be saved now and the minimum of traffic disruption should be a major consideration.
Strongly Support	Strongly Against	Strongly Against	EH151L#	TRUE	TRUE	FALSE	The Brightons are a conservation area and the cobbled street is a key part of this. If the cobbles are replaced with any form of tarmac the Georgian character will be lost. Edinburgh is keen to keep speeds within the city down to 20mph in many situations. The cobbles will assist in this regard. If laid properly they require little maintenance and will be the most satisfactory long term solution. A simple asphalt overlay is a cheapskate solution which will require replacement and repair in a very short timescale and will be particularly prone to frost damage.
Strongly Against	Strongly Support	Strongly Against	EH151Q#	TRUE	FALSE	FALSE	The cobbles are not being laid properly so it must be Asphalted so as to last. It is dangerous just now as the cobbles keep sinking so lets get it resurfaced properly to today's standards. There are plenty cobbled streets in the old town for visitors to admire
Strongly Against	Strongly Support	Support	EH151P#	TRUE	FALSE	FALSE	I like the look of the cobbled street but I don't think it's practical these days. My preference would be the asphalt reconstruction for the cost and lifespan. Although I prefer the timespan of the asphalt overlay.
Support	Strongly Against	Against	EH151P#	TRUE	FALSE	FALSE	
Neutral	Strongly Support	Against	EH152L#	TRUE	FALSE	FALSE	
Against	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	
Strongly Support	Neutral	Strongly Against	EH152D#	TRUE	FALSE	FALSE	I certainly think overlaying asphalt would need more regular repair which may or may not be re-done in future years or repaired as faults arise. We should not proceed with this option. The road is an artery for Portobello. It needs a strong surface. It is also the last? piece of old road in Porty so perhaps a reason to keep it as sets. Predicted to last longest yet it was re laid 10 years ago? Was it poorly done? An asphalt reconstruction is, in my opinion, unlikely to last 20 years. So many newer roads need much fixing well within that time. Indeed within 5 years. Faith in good road building is difficult. We were consulted about this a while back by Maureen Child so I hope those opinions are also taken into account. They included an option to have tarmac lanes for cyclists. Perhaps there are reasons not to include that option here. I both cycle and drive.
Strongly Against	Strongly Support	Support	EH151N#	TRUE	FALSE	FALSE	Cobbles are treacherous for cyclists, especially kids - on a road with major bus routes it is totally dangerous.
Support	Against	Support	EH152J#	TRUE	FALSE	FALSE	
Against	Strongly Support	Against	EH151J#	TRUE	FALSE	FALSE	There is just a small part of street cobbled and it is a busy road. While they are pretty, going for asphalt reconstruction would be more practical.
Support	Strongly Support	Strongly Against	EH152B#	TRUE	FALSE	FALSE	Definitely against asphalt overlay as it is a waste of money. In an ideal world I would like to see a full sett reconstruction, but as money is tight it does seem a bit extravagant. If a full road reconstruction is to take place perhaps it would be an opportunity to incorporate a dedicated cycle lane or a shared cycle/pedestrian path? (Depending on road width)
Against	Support	Against	EH151H#	TRUE	FALSE	FALSE	
Strongly Support	Support	Strongly Against	EH151L#	TRUE	TRUE	TRUE	
Strongly Support	Strongly Against	Strongly Against	EH152P#	TRUE	FALSE	FALSE	I feel it is worth investing in preserving a unique feature of Portobello.
Support	Strongly Support	Against	EH152B#	TRUE	FALSE	FALSE	
Strongly Support	Against	Strongly Against	EH152Q#	TRUE	FALSE	FALSE	The option I have strongly supported (full sett reconstruction) is in keeping with Portobello's conservation status.
Strongly Against	Strongly Support	Strongly Against	EH152H#	TRUE	FALSE	FALSE	While setts enhance the look of many streets in Edinburgh, Brighton Place is not one of them. It is a well-used road and setts are not appropriate on such a busy road. The setts also deter cyclists.
Support	Strongly Support	Against	EH87T#	FALSE	FALSE	FALSE	Think asphalt reconstruction most sensible long-term option. Cost effectiveness also important - there are more important things to spend money on than keeping this cobbled, and there the asphalt overlay will start falling apart again in no time if other similar locations are anything to go by. And bike friendliness of asphalt reconstruction also a factor!