

Transport and Environment Committee

1000hrs, Tuesday, 3 June 2014

Development of Major Cycling and Walking Projects – Implementation Plan

Item number	7.8
Report number	
Executive	
Wards	6 - Corstorphine/Murrayfield 7 - Sighthill/Gorgie 8 - Colinton/Fairmilehead 9 - Fountainbridge/Craiglockhart 11 - City Centre 12 - Leith Walk 13 - Leith

Executive summary

The Council's Contract Standing Orders require Committee approval for the appointment of most consultancy services over £25,000.

£150,000 has been set aside from the Council's Cycling Capital budget in 2014/15 to develop two major cycling/walking infrastructure projects. This is being matched by £150,000 awarded from a Sustrans "Community Links" fund. The projects are key links in the Family Network, which is an important element in the Active Travel Action Plan.

The work planned for 2014/15 includes additional business case studies, feasibility, engineering investigation works, consultation and preliminary designs. The Council does not currently have the capacity, or for some aspects the necessary skills base, to develop these projects internally in 2014/15. It is for this reason that appointment of consultancy support, via a competitive tendering process, is recommended.

Links

Coalition pledges	P43 and P50
Council outcomes	CO5 , CO7 , CO8 , CO9 , CO18 , CO19 and CO22
Single Outcome Agreement	SO1 , SO2 , SO3 and SO4

Development of Major Cycling and Walking Projects – Implementation Plan

Recommendations

- 1.1 It is recommended that the Committee approves the appointment of consultancy services for the development of major cycling and walking projects including a Roseburn to Leith Walk cycle link and a Roseburn to Union Canal path link.

Background

- 2.1 In 2010, the Council approved its [Active Travel Action Plan](#) (ATAP). This seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the recently approved Local Transport Strategy.
- 2.2 Over the past three financial years, the Council has invested £2.2M in new cycle infrastructure, supplemented by £2.9M from the Scottish Government via the Sustrans Community Links Fund and the Cycling Walking and Safer Streets fund. The Council has secured a further £3.6M from the Scottish Government to help deliver cycling and walking improvements on Leith Walk and has recently been awarded an additional £0.8M in Community Links funding for the 2014-15 financial year.
- 2.3 The 2011 Census recorded just under 9500 Edinburgh residents commuting by bike, up 56% from 2001 (4.8% of Edinburgh resident commuters). Automatic counts show a further 25% increase in cyclist numbers from 2011 to 2013.
- 2.4 The ATAP includes a wide range of actions aimed at achieving its targets. A key element is the creation of the 'Family Network' of routes suitable for less confident cyclists including women, children and family groups.
- 2.5 The ATAP sets out priorities for developing the family network. These seek to fill gaps in the city's existing off-road network, which is largely based around former railways, and to create connections to key destinations, most importantly the city centre. The network is primarily aimed at cyclists but most sections are also walking routes.

- 2.6 Two of the most important gaps in the network are:
- west to east across the city centre from Roseburn to Leith Walk, via George Street; and
 - between Roseburn and easternmost section of the Union Canal.

This report recommends taking forward work aimed towards filling these gaps, both of which have the potential to contribute significantly towards achieving the ATAP cycling and walking targets.

- 2.7 Roseburn is at the junction of several pedestrian/cycle routes that converge from North, North West and West Edinburgh. There is currently no route suitable for less confident cyclists from here to and through the George Street/Princes Street area.
- 2.8 The Council is about to invest in a significant upgrade of provision for both cyclists and pedestrians on Leith Walk, and options for a similar redesign of Picardy Place are being considered. However there is a need to link from these to the George Street/Princes Street area or to Waverley Station.
- 2.9 The Union Canal is a key route for Active Travel, linking from south-west Edinburgh into the city centre. A £0.5M project, 50% funded by the Scottish Government, will upgrade the link from the canal to the Meadows and thence to the south side of the city centre in 2015/16.

Main report

- 3.1 Two projects were awarded a total of £150,000 from a Sustrans “Community Links” fund in April 2014 to be spent in financial year 2014/15 with £150,000 of Council match funding. Further feasibility, investigations, design and consultation work will be undertaken in 2014/15.
- 3.2 This work will require a broad range of skills and experience including traffic survey management, traffic modelling, highways design, project management, option assessment/appraisal and the organisation of public consultations.
- 3.3 As relevant Council teams do not have the capacity or, in some cases, the skills to undertake the required works in 2014/15, it is proposed to appoint consultancy support, via a competitive tendering process, to design and develop these schemes in 2014/15.
- 3.4 Initial feasibility studies have estimated construction costs for the two projects ranging from £6,000,000 to £8,000,000 for Roseburn to Leith and £1,800,000 to £2,900,000 for the initial phase of Roseburn to Union Canal. Both projects lend themselves to a phased implementation and would be delivered over a period time when funding is available. There are several opportunities to fund 50% or more of these costs from outwith the Council; see section 6.2.

Roseburn to Leith Walk cycle route

- 3.5 See Appendix 1 for a plan of the study area and potential routes.
- 3.6 This high profile project would provide a step change in the quality of cycle access on a west-east axis through the Edinburgh city centre. It would offer high quality, mainly segregated, cycling and link together planned segregated facilities on Leith Walk with the off-road network at Roseburn via George Street. Building on the existing network of off-road cycle/pedestrian paths, this new link will provide much safer, more direct and convenient city centre access by bike from a large area of the city.
- 3.7 The next phase for this project, to be awarded to an external consultancy, in 2014/15 will include:
- Public and stakeholder engagement;
 - Further feasibility;
 - Development and appraisal of route options;
 - Preliminary design work;
 - Traffic modelling; and
 - Production of a detailed project Business Case.

Roseburn to Union Canal path link

- 3.8 See Appendix 2 which includes a plan of the study area with potential route and structures.
- 3.9 This project involves the creation of an almost totally traffic-free connection in Edinburgh's proposed family cycle network between the North Edinburgh Path Network and the Union Canal, currently separated by an area of busy streets. A link would also be created along the north side of the West Approach Road as far as Morrison Crescent, allowing safer and more convenient access to the Morrison Street area avoiding the Haymarket junction. The link is also identified in the [Edinburgh Open Space Strategy](#). With this in mind, work will be undertaken to make the best use of the Green space through which the link would pass, especially two areas of former railway land.
- 3.10 There are significant constraints in providing this link; the path must cross two busy rail lines and further bridges/crossings would be required across Dalry Road and West Approach Road to complete the route.

3.11 The works proposed to be undertaken, and awarded to an external consultancy, in 2014/15 will include:

- Public consultation and engagement;
- Advancement of the feasibility and preliminary design work for structures and green spaces;
- Ground Investigations and topographical surveys;
- Consultation with statutory stakeholders; and
- Production of a detailed project Business Case.

Measures of success

- 4.1 These schemes have significant potential to increase levels of walking and particularly cycling in the catchment areas of the routes concerned. Both schemes will also significantly increase the attractiveness of the routes and likely increase the numbers of leisure and utility cyclists.
- 4.2 It is proposed to measure levels of use and perceptions of route quality – before and after these routes are implemented.
- 4.3 Given the scale and nature of these projects there is potential for a positive increase in awareness and publicity for cycling in Edinburgh.

Financial impact

- 5.1 The potential cost of these works contracts in 2014/15 includes £150,000 from the Council's Cycling Capital budget. A further £150,000 was awarded from a Sustrans 'Community Links' fund in April 2014 to further develop these specific projects.
- 5.2 An update will be provided to the Finance and Budget Committee in the form of a Business Bulletin, which will detail the outcome of the tender and any contract award.
- 5.3 Future project implementation funding is likely to be through the cycling capital budget and external contributions.

Risk, policy, compliance and governance impact

- 6.1 The recommendation of this report approves the use of £150,000 of Sustrans funding, which was successfully bid for and awarded for these projects. Should the recommendation not be approved, there is a high risk that the Council will lose this funding to develop these major projects as internal resources do not have capacity.
- 6.2 The Council has identified several potential sources of funding contributions to these projects which could be available in the period from 2015 to 2020. These include European Union funding for Green Infrastructure and the Sustrans “Community Links” fund. It is the intention to develop proposals in 2014/15 to be in a position to qualify for and pursue these funding opportunities.
- 6.3 The recommendations in the report are anticipated to assist in the delivery of the Council’s Active Travel Action Plan (2010-2020) and to make progress towards achieving the targets it contains. They are also complementary to a number of other Council policies including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy.
- 6.4 There are no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

Equalities impact

- 7.1 An Equalities Impact Assessment (EqIA) pre-assessment has been completed for each of these projects individually and will be continually reviewed and updated as they develop. Key equality considerations currently identified include:
- Potential impact of design and construction to local stakeholders; and
 - Ensure safe and unrestricted access to the new facilities for all path users.
- 7.2 The proposed funding for cycle projects, summarised in this report, would be delivered according to the priorities set out in the Active Travel Action Plan (ATAP). An Equalities Impact Assessment (EqIA) pre-assessment was undertaken in 2010 for the ATAP which concluded that a full EqIA was not required.

Sustainability impact

- 8.1 A Sustainability Impact Worksheet was completed for these projects, which concluded that there are unlikely to be significant adverse sustainable impacts arising from their implementation. A full Environmental Impact Assessment will be required and completed as part of the Planning process, during design and consultation.
- 8.2 If the ATAP is implemented successfully, it is expected that there would be positive environmental benefits. The development and potential implementation of these projects will assist in the delivery of the ATAP actions relating to walking and cycling.

Consultation and engagement

- 9.1 Given the nature and scale of each of the proposed projects, public engagement will be undertaken throughout the projects lifecycles. Successful public and stakeholder engagement will be essential in setting and achieving the project objectives and gaining support for the schemes. Statutory consultations, including planning applications, will also be undertaken on any proposals.

Background reading/external references

City of Edinburgh Council's Contract Standing Order Procedure:

http://www.edinburgh.gov.uk/download/downloads/id/8897/contract_standing_orders

City of Edinburgh Council's Guidance on the Appointment of Consultants:

http://www.edinburgh.gov.uk/download/downloads/id/8898/guidance_on_the_appointment_of_consultants

John Bury

Acting Director of Services for Communities

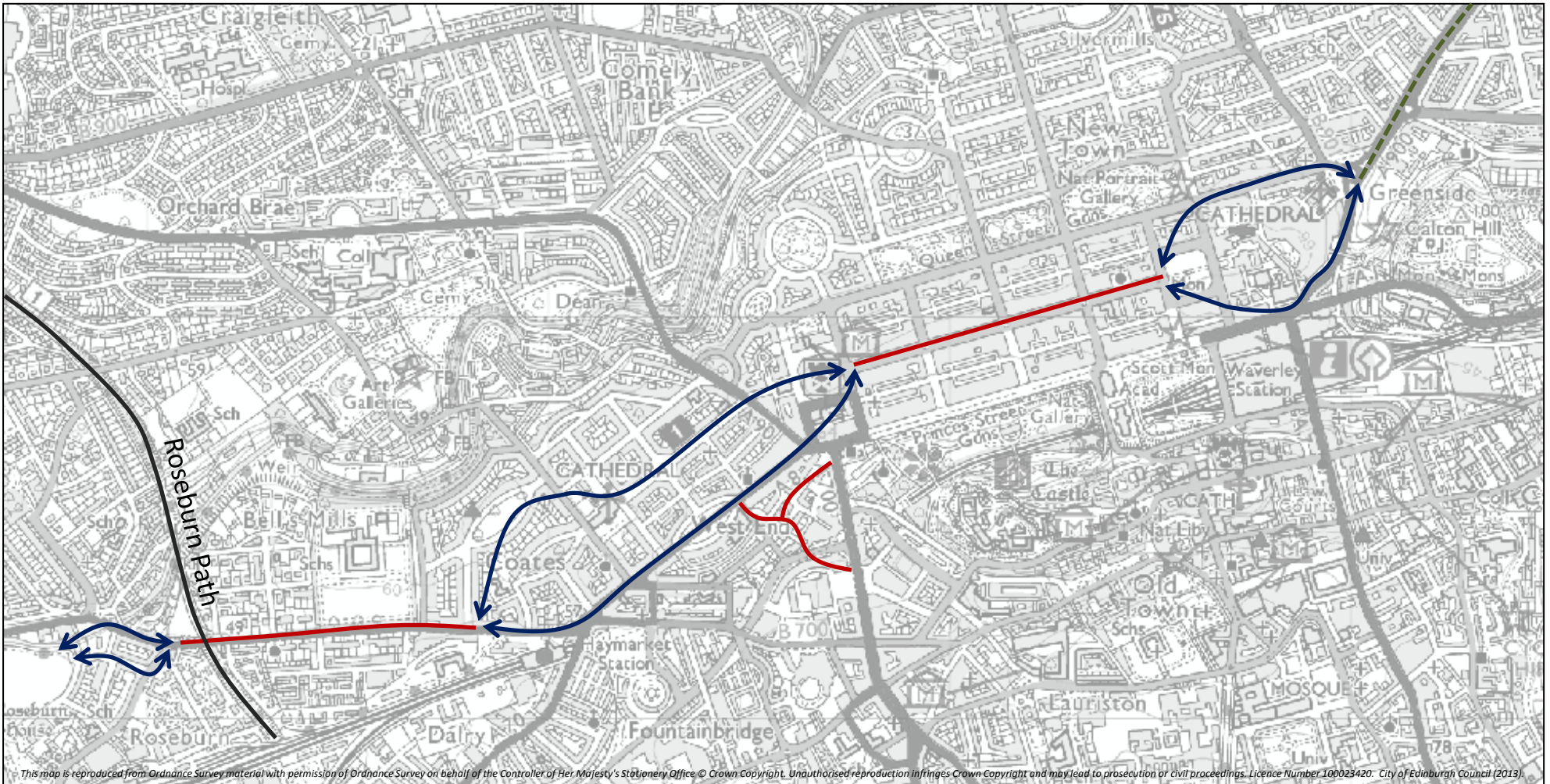
Contact: Paul Matthews, Professional Officer (Cycling)

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Links

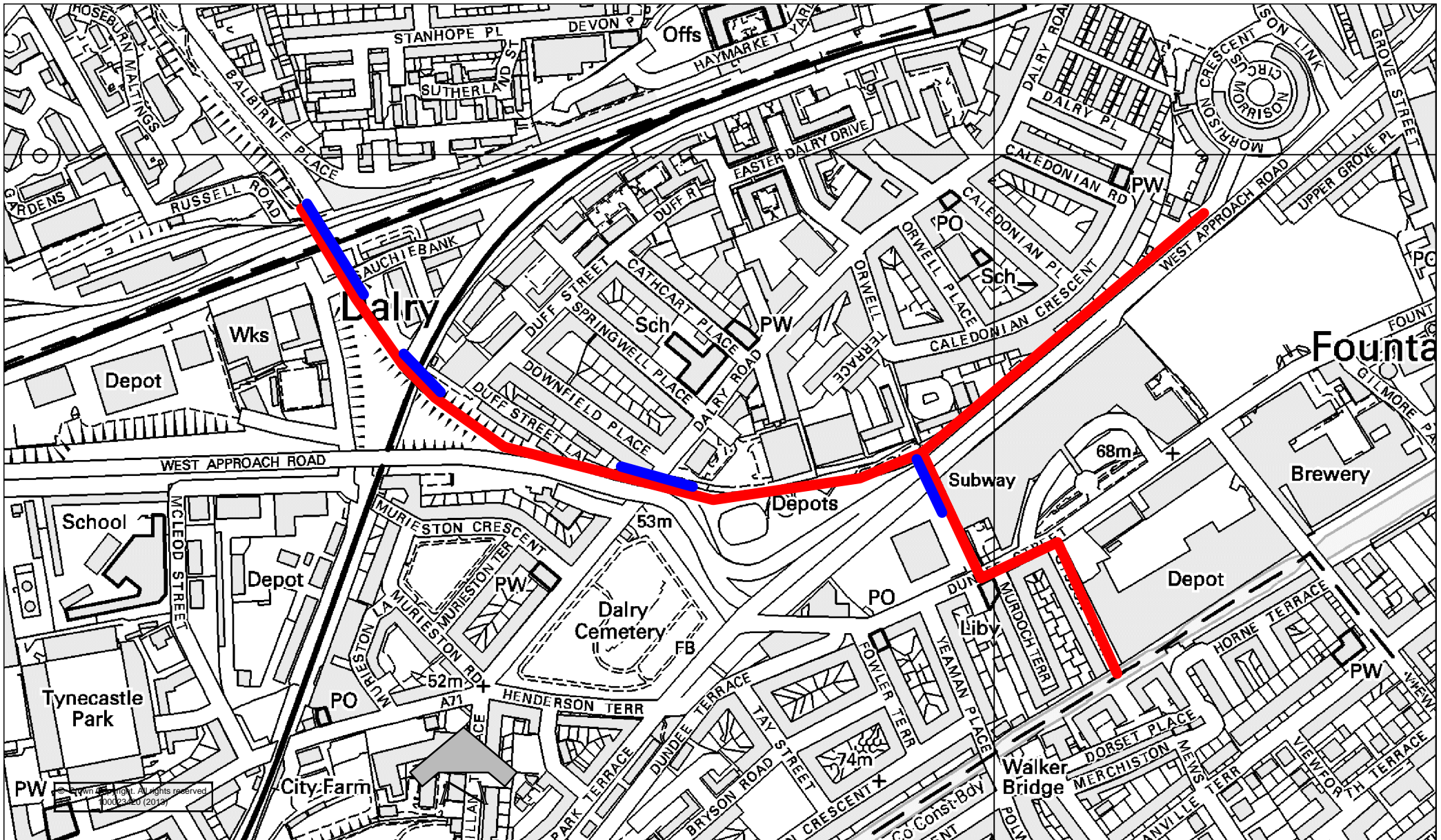
Coalition pledges	<p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council outcomes	<p>CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.</p> <p>CO7 – Edinburgh draws new investment in development and regeneration.</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities.</p> <p>CO9 – Edinburgh residents are able to access job opportunities.</p> <p>CO18 – Green - We reduce the local environmental impact of our consumption and production.</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
Single Outcome Agreement	<p>SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.</p> <p>SO2 - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<ol style="list-style-type: none">1 Plan – Roseburn to Leith Walk cycle route2 Plan – Roseburn to Union Canal path link

Roseburn to Leith Walk Cycle Links



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- Cycle route sections to be assessed
- ↔ Cycle route options to be assessed
- - - Leith Walk cycle facilities (to be constructed in 2014)



Route Alignment

Potential footbridges

• EDINBURGH •

THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES
 The City of Edinburgh Council
 Waverly Court, 4 East Market Street
 Edinburgh EH1 1ZG
 Tel. No. 0131 - 200 2000

TRANSPORT
 STRATEGIC PLANNING

Roseburn to Union Canal Route proposal

Date: FEB-14
 Scale: NTS

Drawn by: PDM
 Checked by: CHECKED

DRG NO. P9_01_021/001/RoutePlan