

Transport and Environment Committee

10.00am, Tuesday, 30 August 2016

City Centre West to East Cycle Link and Street Improvements: Consultation Results and Potential Project Amendments

Item number	7.5
Report number	
Executive/routine	Executive
Wards	6 - Corstorphine/Murrayfield 11 - City Centre

Executive Summary

This report presents the results of the public consultation, undertaken between November 2015 and February 2016, for the proposed City Centre West to East Cycle Link and Street Improvements project (CCWEL) and of follow up discussions with stakeholders.

As a result of consultation comments, amendments have been made to the proposed design, including the development of two options for the Roseburn area. This report seeks approval to:

- Commence the statutory processes necessary to implement the project;
- Engage a consultant to undertake detailed design, tender preparation and (optionally) supervision of construction for this scheme, based on the amended designs;
- Establish a member/officer oversight group for the next stage of the project.

The report presents the two options for Roseburn and asks the Committee to decide on a preferred option to take forward for detailed design.

Links

Coalition Pledges	P44 , P45 , P50
Council Priorities	CP8 , CP9 , CP11
Single Outcome Agreement	SO2 , SO4

City Centre West to East Cycle Link and Street Improvements: Consultation Results and Potential Project Amendments

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the consultation results and comments and that the design has now been amended to address a number of these comments, including the production of two options for the Roseburn area;
 - 1.1.2 selects one of the two options presented for the Roseburn area along with the amended designs for other parts of the route, as the basis for detailed design and statutory processes (see paragraph 3.53);
 - 1.1.3 agrees to establish a member/officer group, comprised of the Convener, Vice Convener and the Transport Representatives of other Political Groups along with officers agreed by the Director of Place to oversee the detailed design process, with a particular focus on the Haymarket Station area. The group will engage with key stakeholders including Edinburgh Trams and Lothian Buses;
 - 1.1.4 gives approval to engage a consultant to undertake detailed design and tender preparation, with the option for supervision of construction;
 - 1.1.5 gives approval to commence the necessary statutory processes to progress the project; and
 - 1.1.6 notes that match funding for implementation of the project will be sought from the Scottish Government/Sustrans 'Community Links' fund and other sources as appropriate.

2. Background

- 2.1 The Transport and Environment Committee meeting, of 27 October 2015, considered a report (Item 7.9) on the City Centre West to East Cycle Link and Street Improvement project (CCWEL) (formerly known as 'Roseburn to Leith Walk') and agreed to commence public consultation on this scheme. The consultation on the preliminary designs for the proposals took place between November 2015 and February 2016.
- 2.2 The City Centre West to East Cycle Link would connect Edinburgh's 'QuietRoutes' cycle network, from west to east through the city centre (See map in Appendix 1). Completing this link is a priority action within the Council's Active Travel Action Plan (ATAP). It would join up a network of routes, which are suitable for people who are less confident riding a bike. In doing so it would be transformative in delivering access to and through the city centre by bike. It would also deliver significant improvements for pedestrians and in the wider street environment. Furthermore, it would transform the accessibility of Haymarket Station by bike, opening up the potential for a much bigger role for cycling as a means of accessing rail services. Haymarket has recently seen a significant expansion in bike parking capacity up to over 100 spaces; despite the large increase in capacity the new parking is already near capacity.
- 2.3 The cycle route would be largely segregated from motor traffic, with 'protected' cycleways on main streets (these cycleways are separated from motor traffic by a kerb and usually a narrow paved strip). It would link with the extensive network of off-road paths in north Edinburgh, with two cycle routes from west Edinburgh and with similar planned facilities on Leith Walk and George Street. It would also improve the street environment for other road users, especially pedestrians. See Appendix 2 for a visualisation of the proposals for Haymarket Terrace.
- 2.4 The main components of the proposals are:
- Protected cycleways, separated from traffic, for most of the route length. These will allow people, from a large part of north and west Edinburgh, to reach the city centre on a bike, without mixing with heavy traffic.
 - Several new pedestrian crossings, including on Roseburn Terrace at Roseburn Street.
 - 'Continuous footway' pedestrian crossings of most side roads on the route, giving pedestrians priority over motor vehicles at these locations.
 - Improvements to public space in appropriate locations, for example benches and landscaping.
- 2.5 The project integrates with other planned public realm improvements that will include provision for cyclists on Charlotte Square, George Street and St Andrew Square.

- 2.6 The project was initially named the Roseburn to Leith Walk cycle route but has recently been renamed to City Centre West to East Cycle Link, to make it clearer that it creates links from existing and planned cycle routes in both the west and east of the city to and through the city centre.

3. Main report

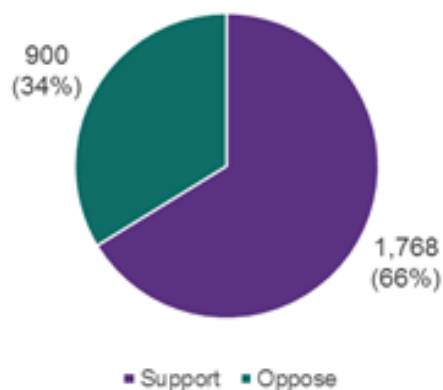
Development of Proposals for Consultation

- 3.1 Significant work was undertaken to develop the City Centre West to East Cycle Link, to a suitable stage for public consultation. This included developing initial route options, producing a preliminary project justification report, preparing preliminary designs, traffic modelling, objective setting and a series of stakeholder design workshops.
- 3.2 The initial route options study identified three key locations along the route where further consideration was required: Roseburn Terrace; the West End including Haymarket Terrace; and the East End including routes via York Place or Leith Street.
- 3.3 Route options in these areas were assessed against the objectives of the scheme. These covered cycling, pedestrians, sense of place, public transport, traffic/congestion, parking and taxis amongst others.
- 3.4 The draft proposals were discussed at the Transport Forum on 21 August 2015 and at the Active Travel Forum on 3 September 2015.
- 3.5 As a result of the above processes, a preliminary design of the preferred route was completed. This provided:
- A protected cycleway from Roseburn Terrace to Rosebery Crescent;
 - A link via Rosebery Crescent, Grosvenor Crescent, Palmerston Place and Manor Place to Melville Street;
 - A protected cycleway along Melville Street, with the potential for a public realm improvement project at Melville Crescent;
 - A link through Randolph Place to Charlotte Square, where a protected cycleway would lead to George Street;
 - Protected cycleways from George Street to Picardy Place and to Waterloo Place; and
 - Routes to Rutland Square and the EICC, via Coates Crescent and Canning Street respectively.

Consultation

- 3.6 The Council undertook a consultation on the preliminary designs between November 2015 and February 2016. A wide range of activities to raise awareness of the consultation was undertaken, including:
- Leaflets delivered to 10,000 addresses (residential and businesses) in areas near the proposed route - with details of the drop-in sessions and how to respond during the consultation.
 - E-mails sent to stakeholder organisations, including transport operators, Neighbourhood Partnerships, Community Councils, residents' associations, emergency services, access groups and interest groups such as cycling groups, businesses associations, local schools and universities.
 - Local Community Council briefings and several well attended public drop-in sessions.
 - Press release issued to local and national media.
 - Consultation publicised via Council social media channels (Twitter, Facebook and LinkedIn).
- 3.7 There was a large response to the consultation: 2,247 web responses, 118 paper leaflets, 150 e-mails, 235 letters (including 215 standard format letters), 20 stakeholder responses and petitions both supporting and opposing the scheme.
- 3.8 Respondents were asked for their level of support for the proposed scheme. Excluding 103 submissions that expressed no preference, of over 2,700 respondents to the consultation, 66%, supported the proposed cycle scheme, while 34% opposed it.

Figure 1: Summary of Public Consultation support/opposition for proposals



- 3.9 Further analysis is detailed in the summary consultation report, which is available for viewing on the Council's Consultation Hub consultationhub.edinburgh.gov.uk/sfc/roseburntoleith.

3.10 Many positive comments were made. Typical examples included:

- “Roseburn currently is not people-friendly and is dominated by traffic; these priorities need to change. Better cycle and pedestrian provision will encourage more use of the local shops”.
- “I think any development that would make cycling easier and safer is to be encouraged, both for those already using cycling as a mode of transport and as encouragement and peace of mind for those considering cycling around the city”.
- “These proposals show determination by Edinburgh Council to invest in the long term health and wellbeing of citizens of this city. Investment in active travel will reduce congestion, air & noise pollution, obesity and injuries from collisions. In addition they will help improve community cohesion and be a boost to small businesses”.
- “I am really pleased with this design. It is fantastic to see segregated cycle provision on Melville Street, which is an enormously wide street currently choked with car parking provision. This design will bring a lot of the beauty of the street back, with fewer cars and more provision for cyclists”.

3.11 There were also a number of concerns about the proposals. Typical comments included:

- Regarding the Roseburn and Haymarket area, ‘Volume of traffic is bad enough already and again interfering with road layouts is going to bring traffic to a standstill in an already congested area’.
- ‘I am a resident of Roseburn Terrace and I believe that the proposed route would make it very difficult to receive deliveries to my property and for tradesmen to attend my property. It would also make it even harder to park our car near our property’.
- ‘Why not go along Shandwick Place, this is a much more direct route. Many cyclists will just not use a route that diverts so much from a straight line’.

3.12 Concerns regarding the proposals were mainly focussed on the west end of the route, particularly the Roseburn, West Coates and Haymarket areas. The key concerns relating to these areas can be summarised as follows:

- Additional congestion, particularly eastbound at Roseburn Terrace/Roseburn Street junction and westbound on West Coates, including concerns about delays to buses.
- Reduction in loading opportunities for businesses on Roseburn Terrace and Haymarket Terrace.
- Issues related to local re-location of taxi rank for Haymarket Station.
- The potential for pedestrian/cyclist conflicts at 'floating' bus stops.

- 3.13 Other local concerns in Roseburn focussed mostly on increased difficulty making various movements by car. The biggest concern related to the closure of the Roseburn Place/Roseburn Gardens junction and the difficulty this would cause for drivers exiting Russell Road bound for Roseburn Terrace.
- 3.14 Edinburgh Tram do not advocate changing the tram only areas in Haymarket and York Place.
- 3.15 Due to the comments received, a number of amendments to the design are now proposed. An overview of the scheme, indicating proposed changes following the consultation, is attached as Appendix 3: City Centre West to East Cycle Link Potential Amendments.
- 3.16 More detailed information on the concerns raised in each area along the route, and of changes proposed in response to these concerns, is attached in Appendix 4.

Alternative Options for Roseburn

- 3.17 In response to concerns expressed during the consultation, designs for Roseburn have been re-examined and two alternative options have been developed.
- 3.18 Option A retains the route to Roseburn Terrace via Roseburn Gardens but reinstates a loading bay on the north side of the street and makes several other changes. It provides the most direct and convenient cycle route and improves the street environment, but reduces the number of loading bays from the present provision and removes two short-stay parking bays.
- 3.19 Option B takes an alternative route to Roseburn Terrace via Roseburn Place and Roseburn Street. This route had previously been considered but was not favoured because it was less direct for cyclists, involving three road crossings rather than one. However the route is a deliverable alternative.
- 3.20 The main advantages of Option A over Option B are:
- Continuous cycleway on north side of Roseburn Terrace delivers a more direct and convenient cycle route which is likely to be more effective in encouraging cycling;
 - It provides a convenient and safe cycle link into the main route from Murrayfield Avenue/Gardens and Ravelston Dykes;
 - It delivers a bigger change in the currently traffic-dominated Roseburn Terrace, particularly on the north side of the street, with accompanying potential for more walk-in and cycle-based access for local businesses.
 - It would be much more straightforward to extend westwards at a future date.

3.21 The main advantages of Option B over Option A are:

- There is less likelihood of causing additional congestion on Roseburn Terrace. Traffic modelling suggests that congestion on Roseburn Terrace, would not be significantly worse than currently under either Option A or B. However under Option A, illegal waiting or loading could cause significant impacts, affecting buses as well as general traffic. It should, however, be noted that drivers tend to avoid stopping in locations that will obviously cause such impacts; an example is on Bruntsfield Place south of its junction with Merchiston Place where traffic islands mean a bus could not pass a stationary vehicle. Further detail on forecast journey time impacts can be found in the project modelling report on the Council's consultation hub website.
- It retains similar loading and short term parking capacity to the existing situation thereby maintaining loading and car-based access to local businesses. Many of these businesses have expressed a high level of concern about the impact of Option A.

3.22 In both options there would be the following street improvements/changes:

- Additional pedestrian crossing on East side of Roseburn Terrace/Roseburn Street Junction;
- Removal of two slip-roads adjacent to junction of Murrayfield Avenue with Corstorphine Road and wider pedestrian refuges to aid crossing of Murrayfield Avenue and Corstorphine Road;
- Resurfaced footways along Roseburn Terrace. The footways would also be widened, more in Option B than A (In Option A the north footway remains at its current width, though it would be separated from the road by the cycleway);
- Removing, by road closure, the ability of motor traffic to travel from Roseburn Street to Corstorphine Road via Roseburn Gardens; this route is currently a 'rat run'. The closure would dramatically reduce traffic and improve conditions for pedestrians and cyclists in both Roseburn Gardens and Roseburn Place. The current proposal involves closure of the junction of Roseburn Gardens and Roseburn Place. However it is proposed to finalise the exact location of closure point(s), in consultation with local residents and businesses;
- Realignment of the Russell Road/Roseburn Street junction to make Roseburn Street traffic give way to Russell Road, therefore easing movement from Russell Road to Corstorphine Road;
- New 'tiger' crossings (i.e. zebra crossings with parallel cycle crossing) of Roseburn Street and Russell Road, improving pedestrian access to local schools as well as assisting cycle movements.
- Introduction of a localised one way restriction in Roseburn Place at its junction with Roseburn Street to facilitate introduction of a tiger crossing.

- 3.23 Further stakeholder engagement on the revised designs has been carried out with:
- Members of the Active Travel Forum;
 - The Roseburn, West Coates and Haymarket businesses; and
 - The relevant local Community Councils.
- 3.24 Officials and members also attended a public meeting on 2 August, on the subject of the proposals, arranged independently of the Council.
- 3.25 Analysis of further engagement indicates a strong preference for Option B amongst local businesses and Community Councils, with a high level of opposition to Option A. Further detail can be found in the summary report on the Council's consultation hub website. The majority of Active Travel Forum members who responded support Option A.
- 3.26 Appendix 6 contains preliminary design drawings for both of the above options, as well as revised proposals for West Coates and Haymarket. Appendix 7 presents preliminary design drawings for all other areas of the route.

Route choice for Roseburn

- 3.27 In summary, Option A delivers a better cycle route and overall a more people-friendly street environment in Roseburn Terrace. However Option B still delivers a workable cycle route and improved conditions for pedestrians in Roseburn, whilst addressing more fully local business concerns around loading and probably reducing the risk of additional congestion on the A8.
- 3.28 Under either Option A or Option B there is scope to further review parking and loading serving Roseburn Terrace during the detailed design process in consultation with local businesses and residents.

Suggested Route Proposal Brought Forward by Local Petition – and response

- 3.29 A local petition has advocated that the route instead follows the current signed Sustrans National Cycle Network route 1 (NCN1) from Roseburn to Haymarket, suggesting that such an approach would be cheaper and offers a suitable 'quiet road' route for cyclists.
- 3.30 At the end of the consultation period, the petition had received a total of 3,500 signatures. Part of this petition was carried out through an online petition, 'ipetitions'. The online petition received 695 signatures and 23 comments. Subsequently the petitioners developed a leaflet, providing additional information, and accompanied by further copies of the petition which could be signed at some businesses along the route. The petitioners' website indicates that the petition advocating the alternative route has now received almost 6,000 signatures (it is understood that this includes the initial 3,500).

- 3.31 The Council's aspiration is to make cycling a more attractive travel choice and significantly increase the share of journeys in the city made by bike as part of its wider approach of encouraging active and sustainable travel in support of a growing city. The principal reason for bringing forward the current proposals is that they are considered to be a very significant improvement on the existing NCN1 and its connections onwards into the city centre. As such they will be far more effective in achieving the Council's aims than either the current NCN1 or the variant of this now proposed by the petitioners. In summary, the Council's proposed route, when compared with the current NCN1:
- is significantly shorter;
 - is significantly less hilly;
 - is much more obvious;
 - avoids the need to use the relatively narrow shared pedestrian/cycle paths on parts of the current route
 - minimises security concerns; and
 - has a much higher proportion of its length totally separated from general traffic.
- 3.32 Sustrans have been supportive of the Council's proposals, consider that they present a transformative enhancement of this section of NCN1, and would propose to re-route NCN1 should the CCWEL project be implemented.
- 3.33 A variant of the petitioners' proposed route avoids Haymarket Yards, but in so doing passes through private land and becomes more than 50% longer than the currently proposed route. The petitioners proposal does not address the issue of providing a cycle route east of Haymarket Yards, other than via this variant route.
- 3.34 In summary, it is considered that the proposals advocated by the petition do not achieve key objectives of the project and do not offer a viable alternative to the Council's proposals.
- 3.35 The petition has subsequently been supplemented by a number of design suggestions, mostly in the Roseburn area. These have been carefully considered. Some are incorporated into the designs now proposed, whilst others will be considered at the detailed design stage.
- 3.36 A different petition, in support of the Council's proposal, received a total of 817 signatures and 255 comments during the consultation period.

Edinburgh Trams

- 3.37 Under the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS), Edinburgh Trams are the nominated Duty Holder to ensure the tram system operates safely. Any changes to the road layout, tram infrastructure or tram operation needs to be carefully considered to ensure compliance with tram related standards and Edinburgh Trams will be involved in the detailed design process.

West Coates

3.38 Following initial consultation the following design amendments are proposed

- Reduced width of cycleway, enabling an increase in the westbound carriageway width. This 1) allows retention of all three westbound bus stops; 2) reduces westbound delays by enabling traffic to pass buses at stops; and 3) enables overnight loading on the south side of the road.
- Better pedestrian crossing facilities.
- More detail is provided in Appendix 4.

More detail is provided in Appendix 4.

3.39 Though the majority of local businesses remain opposed to the project, further discussions suggest it is likely that most of their concerns can be addressed during the detailed design process.

Haymarket Terrace

3.40 The main design amendment made to the Haymarket Terrace proposals following initial consultation is the reintroduction of a loading bay on the south side of the street. Local business opinion on this section of the route is more evenly balanced, with 7 of the 21 local businesses interviewed in support of the proposals as they stand, 4 neutral, 8 opposed and 2 strongly opposed.

Haymarket Station taxi rank/interchange

3.41 One of the key tasks of the member/officer oversight group proposed in recommendation 1.1.3 would be consideration of how to improve Haymarket as a transport interchange whilst incorporating the CCWEL proposals.

3.42 In order to allow construction of the protected cycleway on Haymarket Terrace it is necessary to relocate the main station taxi rank. The current design proposes relocating the main station taxi rank eastwards, from just west of Rosebery Crescent to a new location on Clifton Terrace opposite 'Ryries Bar'.

3.43 Potential alternative locations for the taxi rank have been considered. These locations have included:

- Layby outside old station entrance on south side of Haymarket Terrace;
- Rosebery Crescent;
- Dalry Road;
- Westbound bus stops parallel to Haymarket tram stop

3.44 A summary of the advantages and disadvantages of these locations is included in Appendix 5. In summary, the currently proposed location has been selected because:

- The layby outside the old station entrance is far too small and previous experience suggests that managing an overspill queue is problematic.
- A location on Rosebery Crescent has a significant impact on local residents.

- A suitably sized rank on Dalry Road would not be visible from the station, involves negotiating an often overcrowded footway and would be difficult to integrate with bus stops and a new pedestrian crossing proposed as part of the Haymarket Development.
 - Locating the rank in place of the westbound bus stops and displacing them westwards would have a significant negative impact on bus passengers interchanging with train and tram.
- 3.45 However as the design is taken forward there is scope for further consideration of these and potentially other alternatives, in combination with other issues around the operation of Haymarket as an interchange.
- 3.46 As part of the consultation process, the current proposals for relocating the taxi rank have been considered by the Edinburgh Access Panel. The Panel expressed a preference for the proposed relocation of the taxi rank over the current location. This is because users would no longer need to cross Rosebery Crescent as well as Haymarket Terrace to reach the rank.
- 3.47 The present taxi rank is not signed from either inside or outside the station, and its location is often hidden from view by stationary buses/trams. Furthermore there is no information for people with mobility difficulties as to their option to use the taxi pick-up/drop-off area immediately in front of the east entrance to the station. Discussions have started with the ScotRail Alliance, with a view to addressing both issues as part of the CCWEL project.

Haymarket to York Place

- 3.48 The section of the route through the West End and eastwards to York Place attracted fewer comments than other areas. However the comments received and responses to them are summarised in Appendix 4.

Connection to Waterloo Place

- 3.49 The consultation designs included a cycleway connection from George Street to Waterloo Place. The main concern raised during the consultation process about this connection was pedestrian/cyclist interaction. It is considered that this issue could be effectively addressed by careful design.
- 3.50 However, a review of the potential traffic impacts of the connection has identified a potentially significant delay to buses on South St David Street. Addressing this would require other traffic management changes in the surrounding area.
- 3.51 With the above in mind, it is proposed to defer implementation of this route section and consider it further in conjunction with other city centre projects, particularly the proposals currently under development for George Street.

Next Steps

- 3.52 To proceed with the project, it will now be necessary to undertake detailed design and the necessary statutory processes. The project is complex and will affect significant numbers of businesses and households, especially during construction. Therefore the project budget allows for employment of a stakeholder liaison officer to ensure good communication throughout.
- 3.53 During the detailed design process, the current preliminary designs as included in Appendix 6 and 7 will be subject to change. Any proposed changes that are more than minor in nature and/or materially affect loading, parking or other Traffic Regulation Order issues would be subject to consultation with affected frontagers and be considered by the member/officer oversight group prior to any Order advertisements.
- 3.54 Due to scale of scheme, the Council does not currently have sufficient available resources to undertake detailed design and tender preparation. With this in mind, engagement of a consultant is proposed to conduct this work.
- 3.55 The project was entered into the recent 'Community Links Plus' competition. Though it did not win, it received a commendation, and Transport Scotland has recommended that Sustrans provide the Council with additional support to progress the project. Subject to this Committee agreeing that the project proceeds to detailed design, an initial meeting with Sustrans will take place as soon as possible.

4. Measures of success

- 4.1 This scheme has significant potential to increase levels of cycling, and to an extent walking, in the catchment areas of the route. The scheme will significantly increase the attractiveness of the route and is expected to very substantially increase the numbers of both leisure and utility cyclists.
- 4.2 A monitoring plan has been developed which covers a range of issues from numbers of cyclists through to age and gender profiles. The full monitoring plan is included as a background paper (see 10.4).

5. Financial impact

- 5.1 If approval is given by Committee to engage a consultant to undertake detailed design and tender preparation, this would commit the Council to professional fees and other costs estimated at approximately £400,000 in total. It is expected that approximately £350,000 of this would be expended in financial year 2016/17, with the remaining expenditure occurring during the following year. Further details are provided in Appendix 8.
- 5.2 At present, sufficient funding is not in place to construct the whole route and this is likely to be dependent on the success of future bids for third party funding. Construction could also be undertaken on a phased basis, to suit the levels of available funding.
- 5.3 However, it is not recommended that a similar phased approach be taken to the development of a detailed design for the route. It is important that the design is cohesive throughout and that any major issues that might significantly impact on the quality of the route are identified and resolved prior to any work commencing.
- 5.4 Completing the design and undertaking the necessary statutory processes for the whole route in advance also removes the risk of potentially significant delays to implementation occurring at a later stage, which could put at risk future third party funding for construction, awarded to the Council on a time limited basis.
- 5.5 The Council was recently awarded £175,000, by Sustrans' Community Links programme, to assist with design work in the 2016/2017 financial year. This has been match funded from the Council's Capital Cycling Budget. The £350,000 total funding required for detailed design in 2016/17 is therefore secured.
- 5.6 The project will be integrated with public realm improvements along the route, including at St Andrew Square, Charlotte square and George Street. In combination with the Council's cycling capital budget, these improvements provide opportunities to match against funding from the Scottish Government/Sustrans 'Community Links' programme and potentially other funding sources. It is anticipated that there will be a contribution of £300,000 from works associated with the Edinburgh St James redevelopment.
- 5.7 A full cost estimate for the project, including design, construction and site supervision costs is provided in Appendix 8.
- 5.8 A further report will be required to the Finance and Resources Committee, to appoint a consultant to undertake the detailed design and tender preparation.

6. Risk, policy, compliance and governance impact

- 6.1 The project covered by this report, is one of the most important components of the Council's Active Travel Action Plan and its delivery is forecast to make significant progress towards achieving the Action Plan's targets. The project is also complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy. There are no significant health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the City Centre West to East Cycle Link commenced during the initial design phase of the scheme and will be in effect throughout the delivery of the project.
- 7.2 Key equality considerations currently identified include:
- Potential impact of design and construction on local stakeholders; and
 - Ensure safe and unrestricted access to the new facilities for all path users.

8. Sustainability impact

- 8.1 A Sustainability Impact Worksheet was completed for this project, which concluded that there are unlikely to be significant adverse sustainable impacts arising from its implementation.
- 8.2 The City Centre West to East Cycle Link is expected to have a positive impact on reducing carbon emissions and improve the city's resilience to climate change. It will also contribute to sustainable development as the scheme will complete a key link in the QuietRoutes network and enable more journeys to be completed by bike entirely on segregated routes or quieter 20mph streets.

9. Consultation and engagement

- 9.1 The project has involved significant stakeholder and public consultation and engagement as detailed in this and earlier reports. The results of the consultation have been published on the Council's consultation hub website.

10. Background reading/external references

- 10.1 Report to the Transport and Environment Committee on 3 June 2014: 'Development of major cycling and walking projects' (Item 7.8).

- 10.2 Report to the Transport and Environment Committee on 27 October 2015: 'Roseburn to Leith Walk Cycle Route and Street Improvement Project – Public Consultation for the Preliminary Design.' (Item 7.9)
- 10.3 Roseburn to Leith Walk Cycle Route and Street Improvement - Consultation Report: consultationhub.edinburgh.gov.uk/sfc/roseburntoleith.
- 10.4 Monitoring Plan:
http://www.edinburgh.gov.uk/info/20135/cycling_projects/1209/roseburn_to_leith_walk_cycle_route.
- 10.5 Active Travel Action Plan - 2016 Refresh.

Paul Lawrence

Executive Director of Place

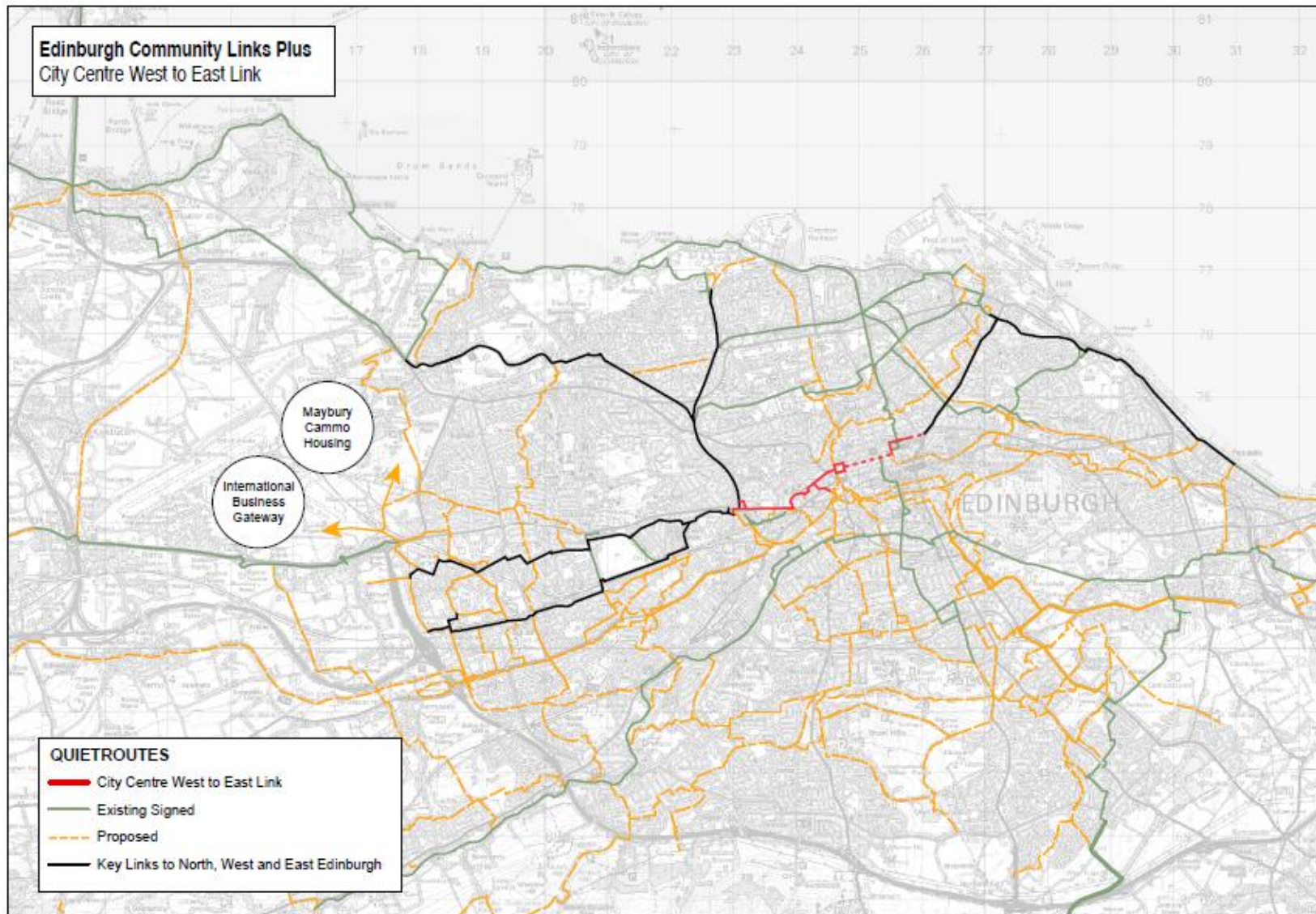
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11. Links

Coalition Pledges	<p>P44 - Prioritise keeping our streets clean and attractive</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 Priorities	<p>CP8 - A vibrant, sustainable local economy</p> <p>CP9 - An attractive city</p> <p>CP11 - An accessible connected city</p>
Single Outcome Agreement	<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	<p>1 - City Centre West to East Cycle Link – Links to existing 'QuietRoutes'</p> <p>2 – Visualisation of Haymarket Terrace with proposals implemented</p> <p>3 - City Centre West to East Cycle Link Proposed Amendments following consultation</p> <p>4 - Key Concerns and Actions Taken by Area</p> <p>5 - Haymarket Taxi Rank alternative locations assessment</p> <p>6 - Preliminary Designs (Roseburn to Haymarket, including Roseburn Options A&B)</p> <p>7 - Preliminary Design (Haymarket to York Place)</p> <p>8. Project Cost Estimate</p>

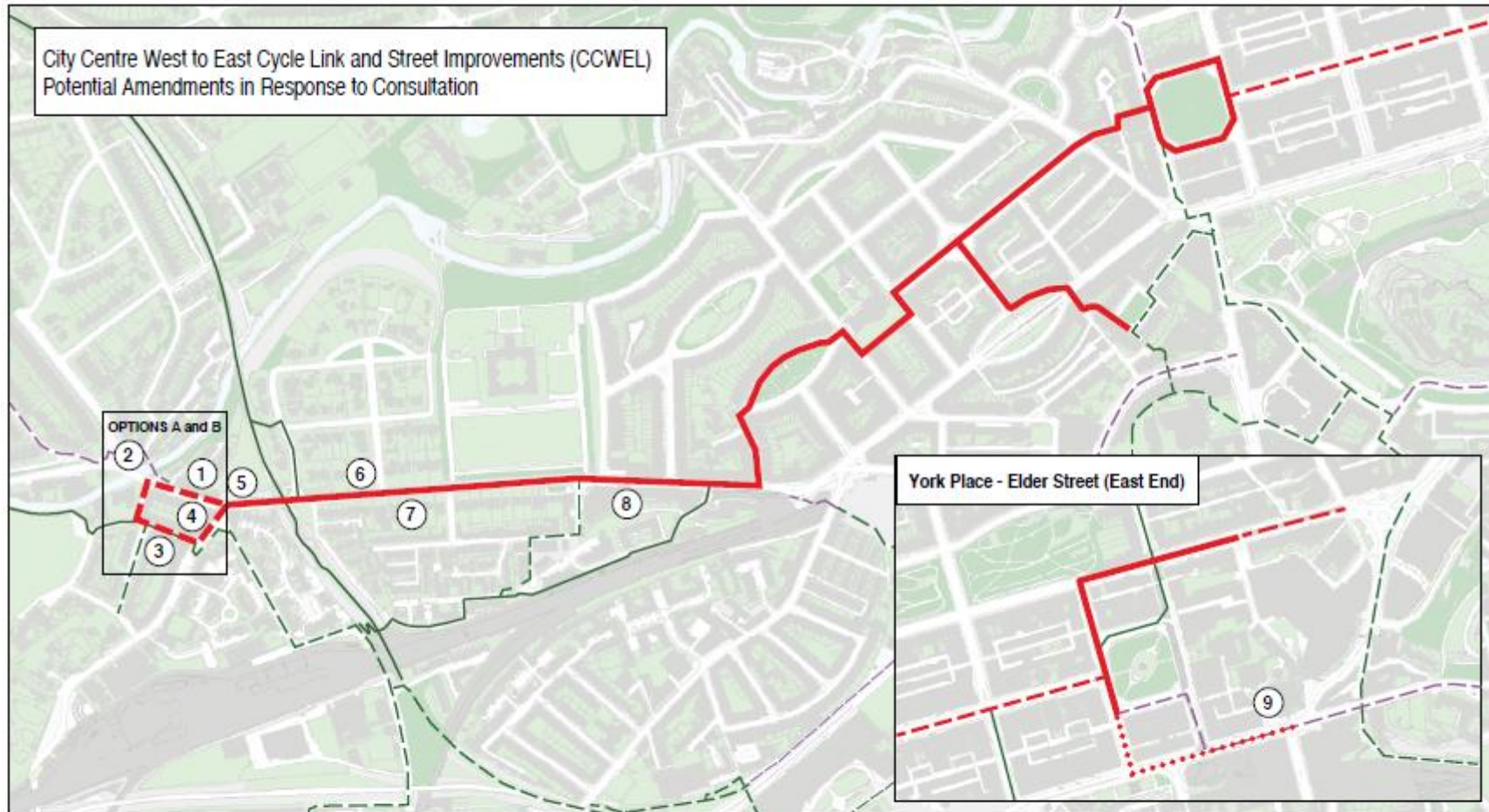
Appendix 1: City Centre West to East Cycle Link – Links to existing ‘QuietRoutes’



Appendix 2: Visualisation of Haymarket Terrace with proposals implemented (from junction with Magdala Crescent)



Appendix 3: City Centre West to East Cycle Link - Summary of Proposed Amendments following consultation



OPTION A

- 1. Introduce off-peak loading bay on north side of Roseburn Terrace.
- 2. Widen exit from Murrayfield Avenue to 2 lanes.

OPTION B

- 2. Widen exit from Murrayfield Avenue to 2 lanes.
- 3. Possible alternative route via Roseburn Gardens.

- 4. Russell Road / Roseburn Street junction changed to give Russell Road priority. New pedestrian crossings on both streets.
- 5. Re-introduce westbound left-turn lane into Roseburn Street.
- 6. Cycleway and eastbound lanes narrowed to allow widening of westbound lane permitting overtaking of stationary buses and reintroduction of same loading.

- 7. Bus stop re-instated.
- 8. Off-peak loading bay on South side of Haymarket Terrace.
- 9. Implementation deferred pending further work.

Appendix 4: Key Concerns and Actions Taken by Area

Issue	Location	Key Concerns	Change/action	Comment
Roseburn				
1	Murrayfield Avenue junction	Closure of the two slip roads would cause increased queuing, especially if Murrayfield Avenue has just one lane	Increase in width of Murrayfield Avenue approach to 2 lanes	<p>The closure of slip roads should considerably improve conditions for pedestrians, particularly those who are less able.</p> <p>Modelling suggests widening of Murrayfield Ave approach should avoid any significant change in congestion on this approach. It is now proposed to widen the exit of Murrayfield Avenue on to Corstorphine Road sufficiently to allow simultaneous left and right turns for motor vehicles.</p> <p>This should compensate for the slip road removal whilst still significantly improving pedestrian conditions.</p>
2	Roseburn Cliff bus stop	Interaction between queuing passengers and cyclists and also visibility west from Roseburn Cliff obscured by bus shelter (existing problem)	Bus stop moved west	Removes cycle/pedestrian interaction and also improves sightline west from Roseburn Cliff.

3	North side and south side of Roseburn Terrace	Loss of loading provision	Introduced north side off-peak loading bay and changed south side loading from off-peak to 24hour loading	Responds to concerns about loss of the current loading bay (all day) - see also issue 4.
4	Roseburn Terrace eastbound congestion	Concern that introduction of cycleway would worsen queuing at junction	More surveys and computer modelling of junction conducted	<p>Currently, modelling suggests that there will be a minimal impact on morning A8 journey times and a modest increase in the evening peak (30 to 60 seconds) - more westbound than eastbound. However, it is noted that a significant component of this change is due to the proposed closure of the rat-run via Roseburn Gardens and introduction of a new pedestrian crossing across Roseburn Terrace at its junction with Roseburn Street.</p> <p>In response to local business concerns, initial designs for Roseburn Terrace have been modified to reintroduce off-peak loading on the north side of the street.</p> <p>See Roseburn Issue 5 regarding delays on Roseburn Street and Russell Road.</p>

5	<p>Roseburn Place and Roseburn Gardens</p> <p>also</p> <p>Roseburn Street and Russell Road</p>	<p>Proposed closure of Roseburn Place will significantly worsen congestion on the approach to the Roseburn Terrace junction.</p> <p>Leaving the Roseburn Street and Russell Road junction as now will make it extremely difficult to get to Roseburn Terrace at busy times.</p>	<p>It is proposed to retain the closure of the Roseburn Place and Roseburn Gardens junction.</p> <p>Roseburn Street and Russell Road junction reconfigured to give Russell Road priority.</p>	<p>The closure of the junction of Roseburn Place and Roseburn Gardens is to stop the use of this route as a “rat-run” to avoid the Roseburn junction.</p> <p>The closure will dramatically improve the street environment for residents of both streets, improve conditions for pedestrians and is essential to deliver a sufficiently low level of traffic ensure that less confident bike users feel safe.</p> <p>The closure of Roseburn Place will mean that less traffic can pass from Roseburn Street and Russell Road towards Corstorphine Road or West Coates.</p> <p>Traffic modelling predicts a significant increase in delays on Russell Road and Roseburn Street (northbound). However the modelling does not allow for any re-routing of traffic and the more likely outcome is a smaller increase in delay combined with some re-routing. Any consequential reduction in traffic on Russell Road and Roseburn Street will improve conditions for local residents, for walking and cycling, and for children accessing Roseburn Primary School.</p>
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				The proposed reconfiguration of the Roseburn St/Russell Road junction, combined with a zebra crossing of Russell Road, should enable a much more balanced flow between Roseburn St and Russell Road.
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Issue	Location	Key Concerns	Change/action	Comment
West Coates				
1	West Coates	Traffic congestion westbound due to stopping buses	Reduce the width of cycle lane to enable an increase in the westbound carriageway lane.	The design for West Coates has been amended to widen the westbound traffic lane and locally reduce the width of the 2-way cycleway. This widening will allow most vehicles to pass stationary buses, will allow overnight loading and will keep the bus stop that was previously proposed for removal.
2	West of Stanhope	Removal of a bus stop on the south side of West Coates.	Retain all three bus stops.	Please see above.

	St			
3	West Coates	Removal of central refuge islands at existing pelican crossings, with concerns that this would make it dangerous for people to cross the busy road, particularly elderly residents from the retirement housing in Sutherland Street.	The signal timings for 'Green man' will be increased to take account of 'single-stage' road crossings. A pedestrian refuge providing an uncontrolled crossing will be retained to the east of Stanhope Street.	There are currently two split pelican crossings and a pedestrian refuge on West Coates. The two pelican crossings will be maintained but with the removal of their central refuges. Although this will make crossing the street take a little longer, the carriageway width will be decreased due to the cycle lane.
4	West Coates	Concerns over removal of parking/loading in the area on local business and hotels.	Incorporate overnight loading	The design for West Coates has been amended to locally widen the westbound traffic lane and reduce the width of the 2-way cycleway. This widening will allow overnight loading.

Issue	Location	Key Concerns	Change/action	Comment
Haymarket				
1	Haymarket taxi rank	<p>Relocation of taxi Rank and the impact on convenience for taxi customers, especially for people with disabilities.</p> <p>Impact on taxi operations due to customers approaching the rank from the rear.</p>	It is proposed to retain the rank in its relocated position.	<p>The proposed relocation of the Haymarket Station taxi rank closer to the junction with Grosvenor St is essential to allow construction of the protected cycleway on Haymarket Terrace. This in turn is essential in order to deliver a reasonably direct route to the city centre. The new location would mean users would no longer need to cross Roseberry Crescent to access it.</p> <p>In order to mitigate the impact of moving the rank, it is proposed to introduce new pedestrian signs to direct passengers to its new location.</p> <p>People with mobility difficulties can use the taxi pick-up/drop-off area immediately in front of the east entrance to the station and discussions are underway with the ScotRail Alliance with a view to introducing clear information for passengers about the use of this facility.</p>

2	Haymarket Station	Concerns that the crossing of tram tracks outside Haymarket Station has not been addressed.	The crossing of the tram tracks is being addressed by another project which is currently being designed.	<p>The project provides an alternative route from Roseburn to the city centre and vice versa enabling the crossing of the tram tracks to be avoided.</p> <p>Cyclists are routed to/from the station via an improved/widened Toucan crossing of Haymarket Terrace and then across the tram tracks at 90° (the safest crossing angle) to access the station entrance.</p> <p>The Council is currently designing another project, in consultation with cycling organisations (Spokes and Sustrans). The project aims to improve further the crossing of the tram tracks for cyclists travelling westbound at Haymarket. This project is likely to be implemented prior to the CCWEL scheme.</p>
3	Haymarket Terrace	There was a concern by local business that the removal of loading bays on the south side of Haymarket Terrace would impact their business.	Loading bay reinstated.	The layout of the cycle lane and remaining carriageway has been revised to retain the present loading provision on the south side.

Issue	Location	Key Concerns	Change/action	Comment
West End				
1	Haymarket junction	There is a general concern that the route is not direct enough in this area and should be along Haymarket Terrace, West Maitland Street, Atholl Place and Shandwick Place.	No change proposed.	<p>A route passing through Haymarket junction and along West Maitland Street, Atholl Place and Shandwick Place was explored.</p> <p>The presence of the tram along with numerous bus services and bus stops made it practically impossible, to create a safe segregated cycle route whilst maintaining bus and tram operations.</p>
2	Rosebery Crescent	Rosebery Crescent is not suitable to use as a cycle route. Using Rosebery Crescent is not compatible with the taxi rank location.	No change. Please see comment.	Rosebery Crescent is considered suitable for the proposed cycle route. In order to reduce traffic on the road and to reduce conflicts between motor vehicles and cyclists, it is proposed to make Rosebery Crescent one-way southbound. To avoid its use by queuing taxis a banned left turn lane out of Rosebery Crescent is proposed.

3	Rosebery Crescent; Grosvenor Crescent; and Lansdowne Crescent	Concerns were raised regarding already insufficient resident parking facilities as well as insufficient communal bin provision and that routing the cycle lane would make matters worse.	No change.	<p>The cycle route proposals will not reduce the overall amount of parking or communal bin provision in the streets concerned.</p> <p>The current parking review aims to introduce more shared parking spaces which will improve the flexibility of the parking controls.</p>
4	Bishop's Walk	Bishop's Walk is a private footpath and is owned by the Cathedral and is a pedestrian right of way only.	The Council has been in talks with Cathedral representatives and there is a mutual agreement to use and improve the path to enable pedestrian and cycle use. It will remain in Cathedral ownership but the Council will assume the maintenance obligation.	<p>Proposals have been discussed with Cathedral representatives to route the cycle path via Bishop's Walk from Palmerston Place & Manor Place. This would include removal of a short 2-3m section of existing wall on Palmerston Place (Leaving in place the Pillar as a separation between footway and cycleway).</p> <p>Full footway to be resurfaced and edging kerbs replaced. Verge to be cleared and tidied up</p>

5	Melville Street	Loss of parking on Melville Street.	No change.	Although there is a significant reduction in parking provision on Melville street, there is potential to increase provision in neighbouring streets that would compensate for much of this loss. Furthermore the forthcoming parking review will convert many spaces to 'shared use', enabling significantly more flexibility in the use of parking spaces, especially for residents' permit holders.
6	Walker Street	Loss of parking due to modifications.	No change; overall there will be more parking provided in Walker Street.	Some parallel parking will be converted to end on, increasing capacity and, as above, the parking supply will be reviewed.
7	Randolph Place	Lack of formal crossing for cyclists/pedestrians on to and across Randolph Place.	Formal crossings will be incorporated into the design of this junction.	A revised design will include a formal crossing for cyclists and pedestrians from Melville Street to Randolph Place. In addition, a formal crossing will be provided for pedestrians to cross Randolph Place.

8	Randolph Place	Concerns regarding the comfort of cycling on cobbles and the suggestion to remove the cobbles in Randolph Place.	An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists.	An innovative solution is proposed to ensure a smooth path for cyclists whilst maintaining the aesthetic quality of the cobbles. It is proposed to lift the cobbles, cut them in half and for them to be re-laid providing a smooth cycling surface. Additionally, new smooth faced stone paving could be provided on the footway.
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Issue	Location	Key Concerns	Change/action	Comment
Charlotte Square				
1	Lothian Road	Connection with Lothian Road and Lothian Road/Princes Street Exchange.	Potential future link.	It is proposed to take forward the connection from Charlotte Square as a separate project.

2	Charlotte Square	Unclear how the routing through Charlotte Square would look.	The cycle route will tie in with a public realm scheme and amendments include a new pedestrian/cycle zone around the central gardens area.	There are aspirations to undertake major public realm enhancements but these are dependent on private sector funding. Accordingly, an interim solution is proposed which aligns with future aspirations. This includes a significant reduction of on street parking within the square as already approved by the Council.
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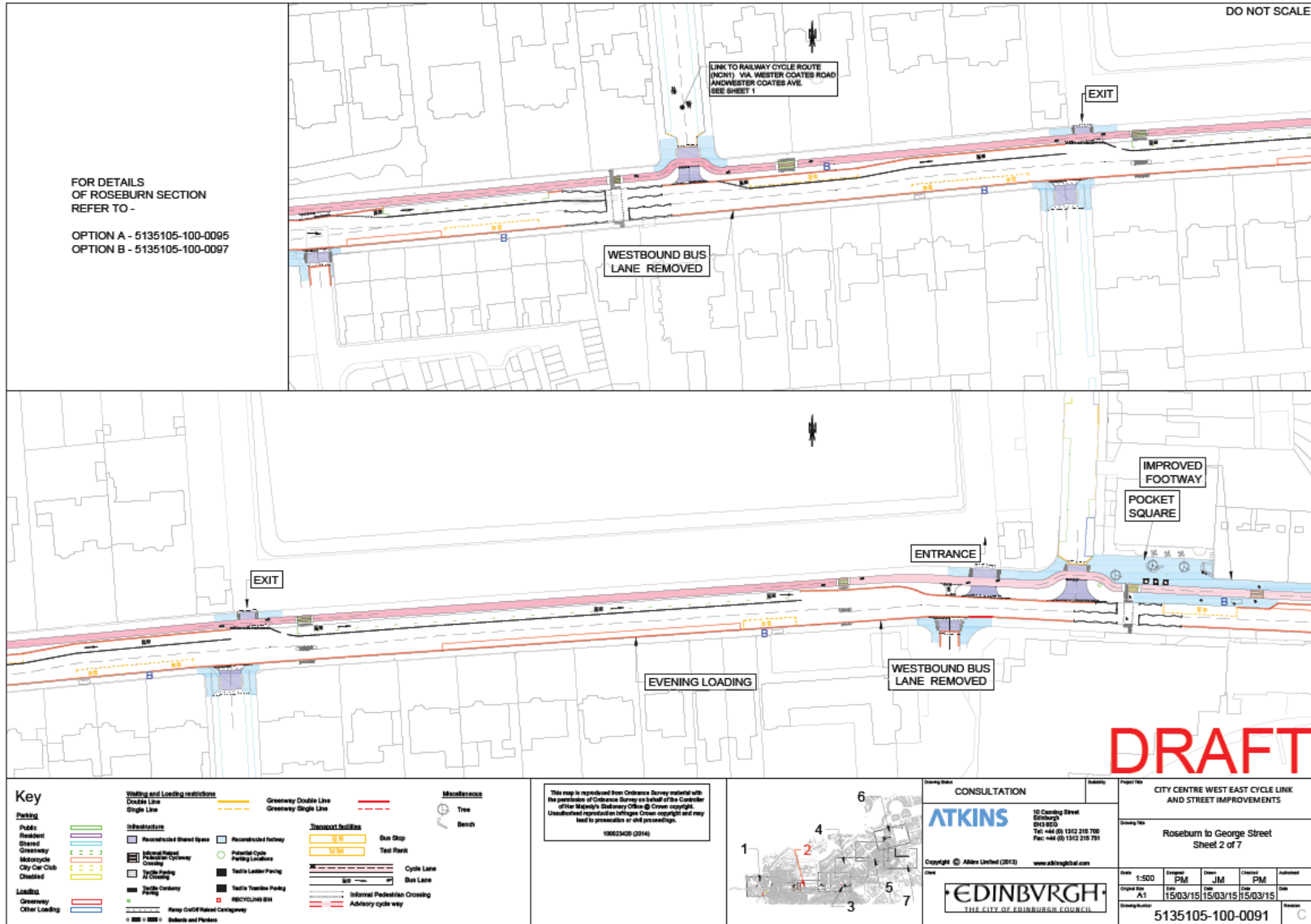
Issue	Location	Key Concerns	Change/action	Comment
St Andrew Square/Princes Street				
1	South St David Street	Added congestion to buses.	Further design review and modelling. Implementation in a later phase subject to addressing issues.	Modelling showed a cycle route from St Andrew Square to Princes Street would cause delays to public transport and other traffic in this area.
2	Princes Street	Safety/Interference with pedestrians.	Cycle speed limit/surfacing measures.	This is an area busy with pedestrians. Design of the cycleway would seek to make its purpose clear whilst also seeking to encourage cyclists to travel slowly and with consideration.

Issue	Location	Key Concerns	Change/action	Comment
St Andrew Square/York Place				
1	Elder Street	Concern over the two stage crossing of Elder Street.	Discussions are ongoing with the St James Centre developers to optimise the junction layout to meet the needs of traffic to/from the car park, cyclists and pedestrians.	Initial designs provided for a straight across movement over Elder Street. However the developers of Edinburgh St. James brought forward a traffic assessment which required extra capacity (road space and signal time) for traffic to/from the car park. The current design is recognised to be a compromise.
2	North St David Street/York Place	Right turn onto York Place is too narrow for cyclists coming downhill.	Design review.	This is a relatively busy corner with pedestrians waiting to cross North St David Street. The design here will be reviewed with a view to encouraging low speeds and for cyclists to give way to pedestrians.
3	York Place	Added congestion of York Place.	Ongoing discussions with the St James Centre developers and tram operators to optimise the layout.	The current proposals have minimal effect on the capacity for motorised traffic movement on York Place. Extension of the tram may allow changes to be made.

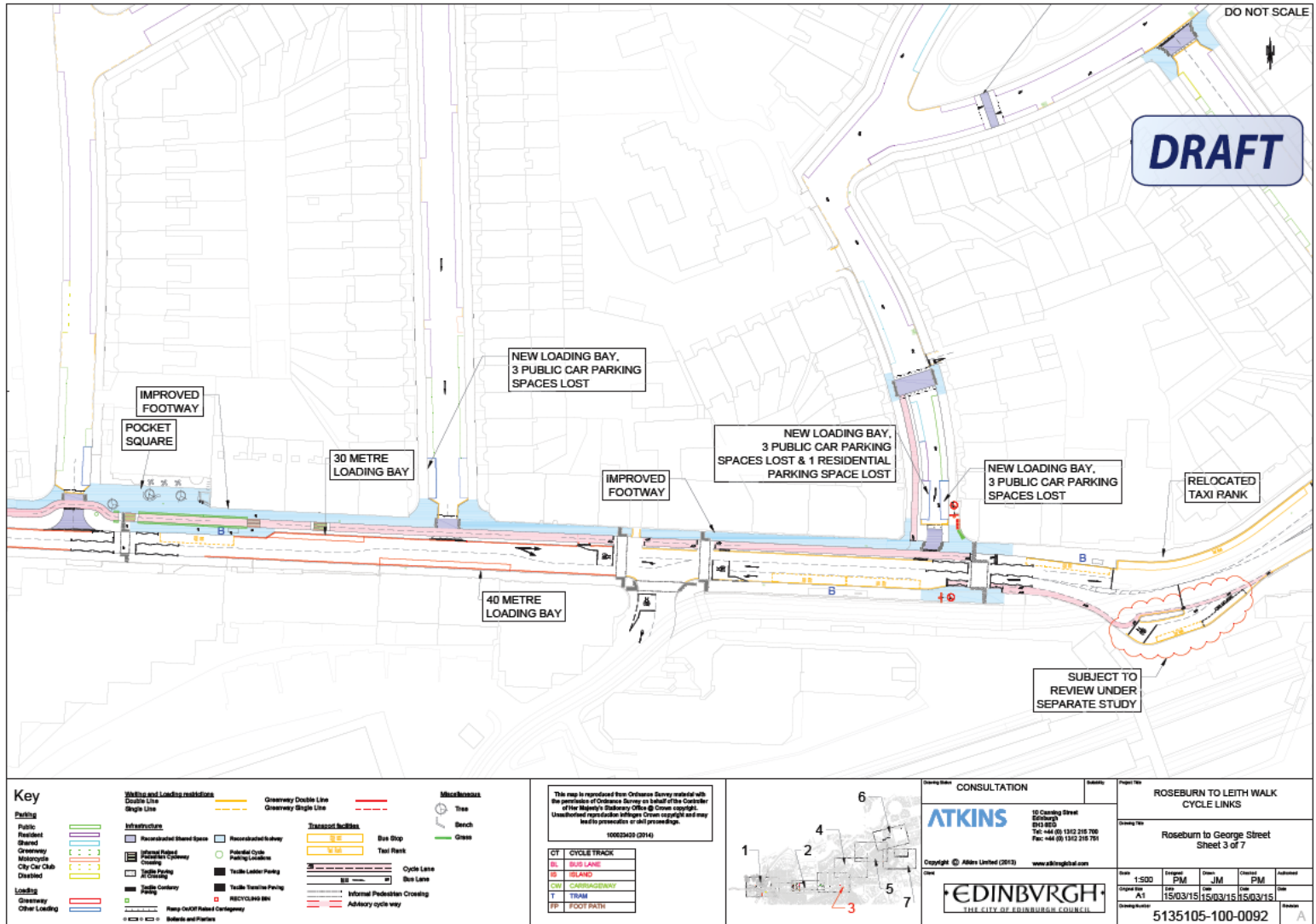
Appendix 5: Haymarket Taxi Rank alternative locations advantages and disadvantages

Location	Advantages	Disadvantages
Dalry Road	No need to cross any roads	Invisible from station and involves negotiating an often overcrowded footway Difficult to integrate with bus stops or with proposed pedestrian crossing of Dalry Rd.
Outside old entrance	Very close to station entrance	Too short (approx 4 vehicles). Any immediate overspill blocks tram line.
Westbound bus stops	Very close to station entrance	Moving bus stops would have negative impact on bus passengers and potentially on loading provision on Haymarket Terrace
Rosebery Crescent	Closer to station entrance than proposed location	Negative impact on Rosebery Crescent residents from queuing taxis. More traffic on Rosebery Cres - impact on residents, pedestrians and cyclists.
Clifton Terrace (AS PROPOSED)	No uncontrolled road crossings. Room for main rank to be longer than currently.	Front of rank approx 50m further from station entrance than current location. (25% further from platform)
Current location	Closer to station entrance than proposed location	Precludes delivery of Haymarket Terrace cycleway. Requires additional road crossing compared to Clifton Terrace

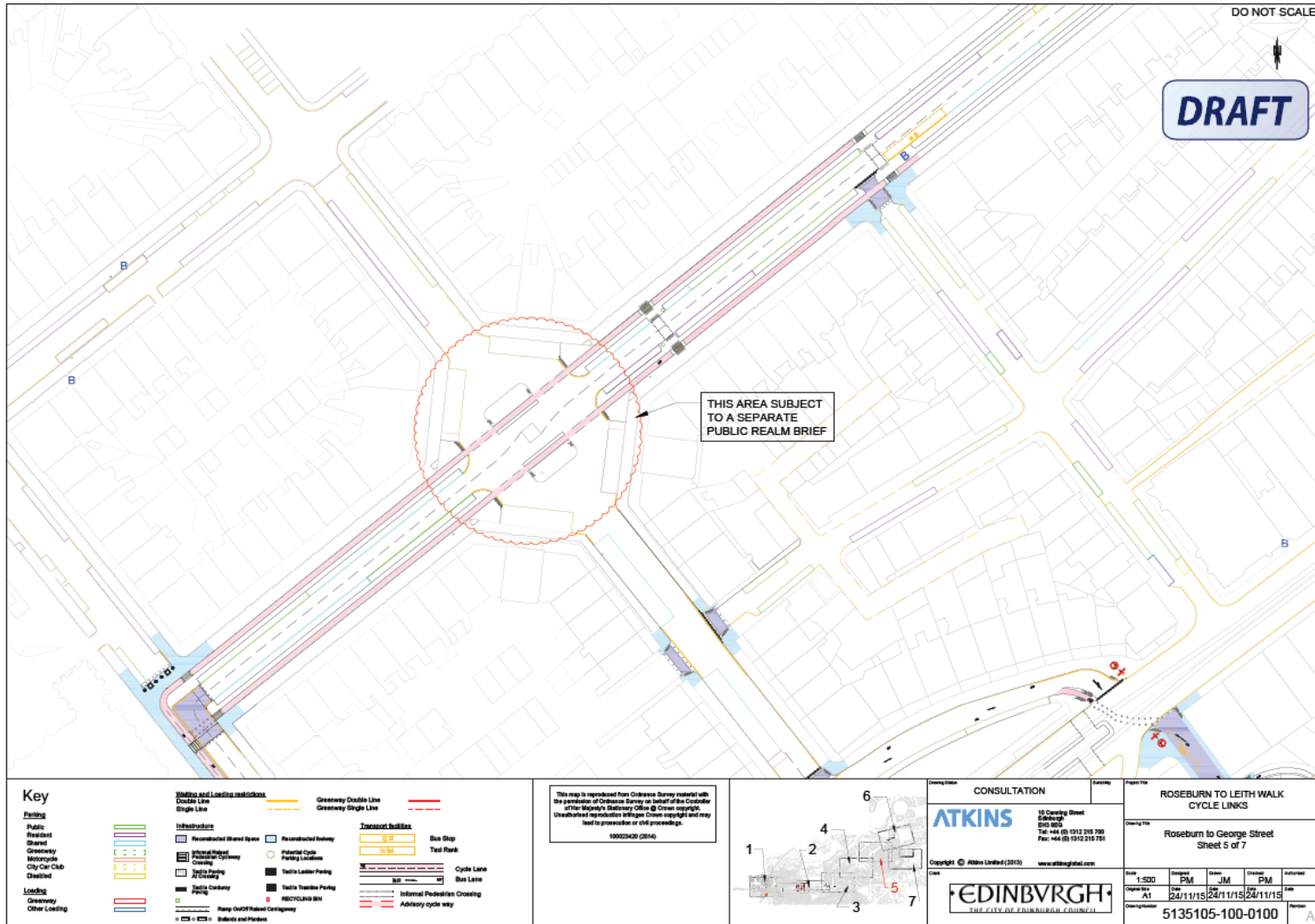
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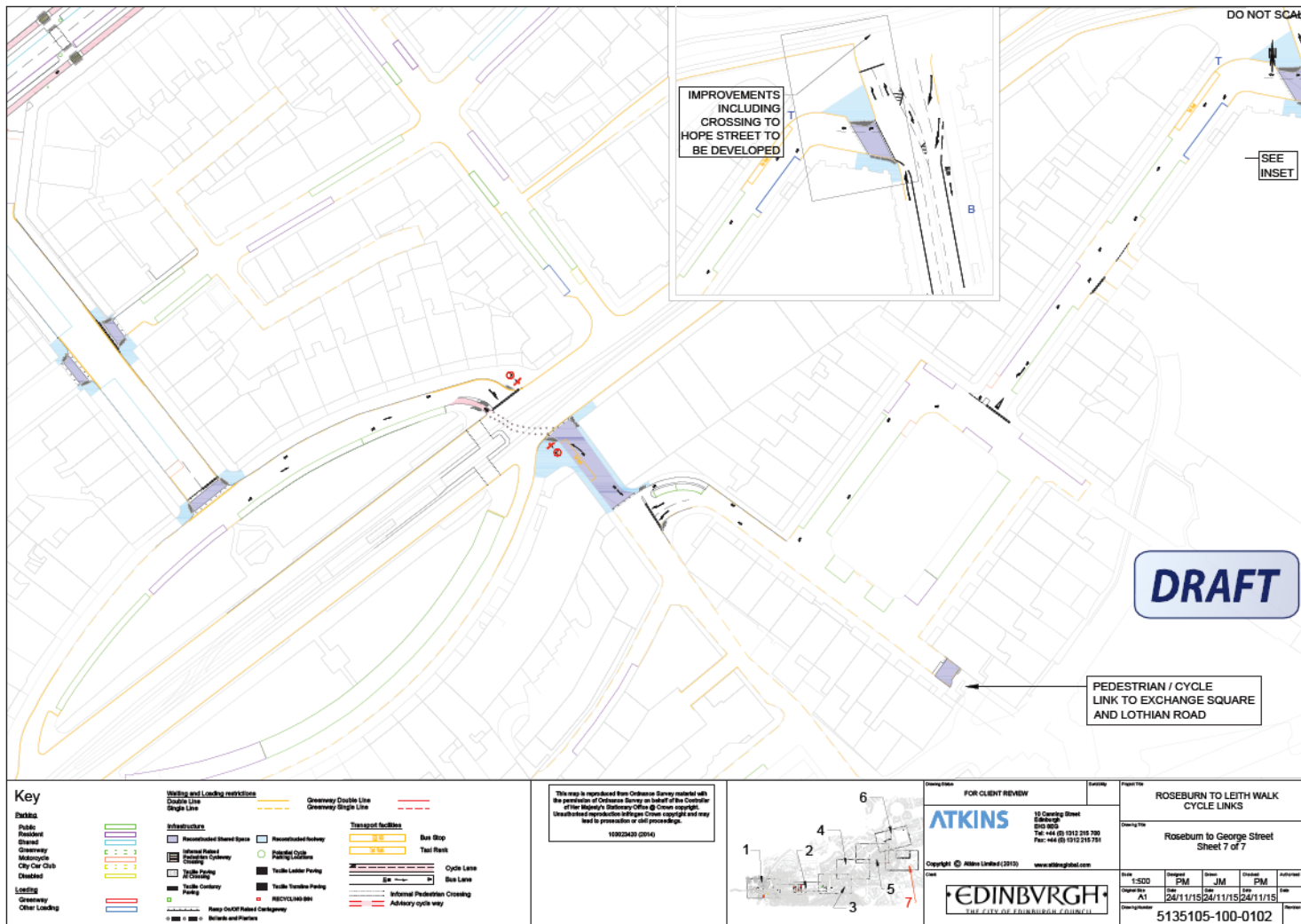
Haymarket Area:



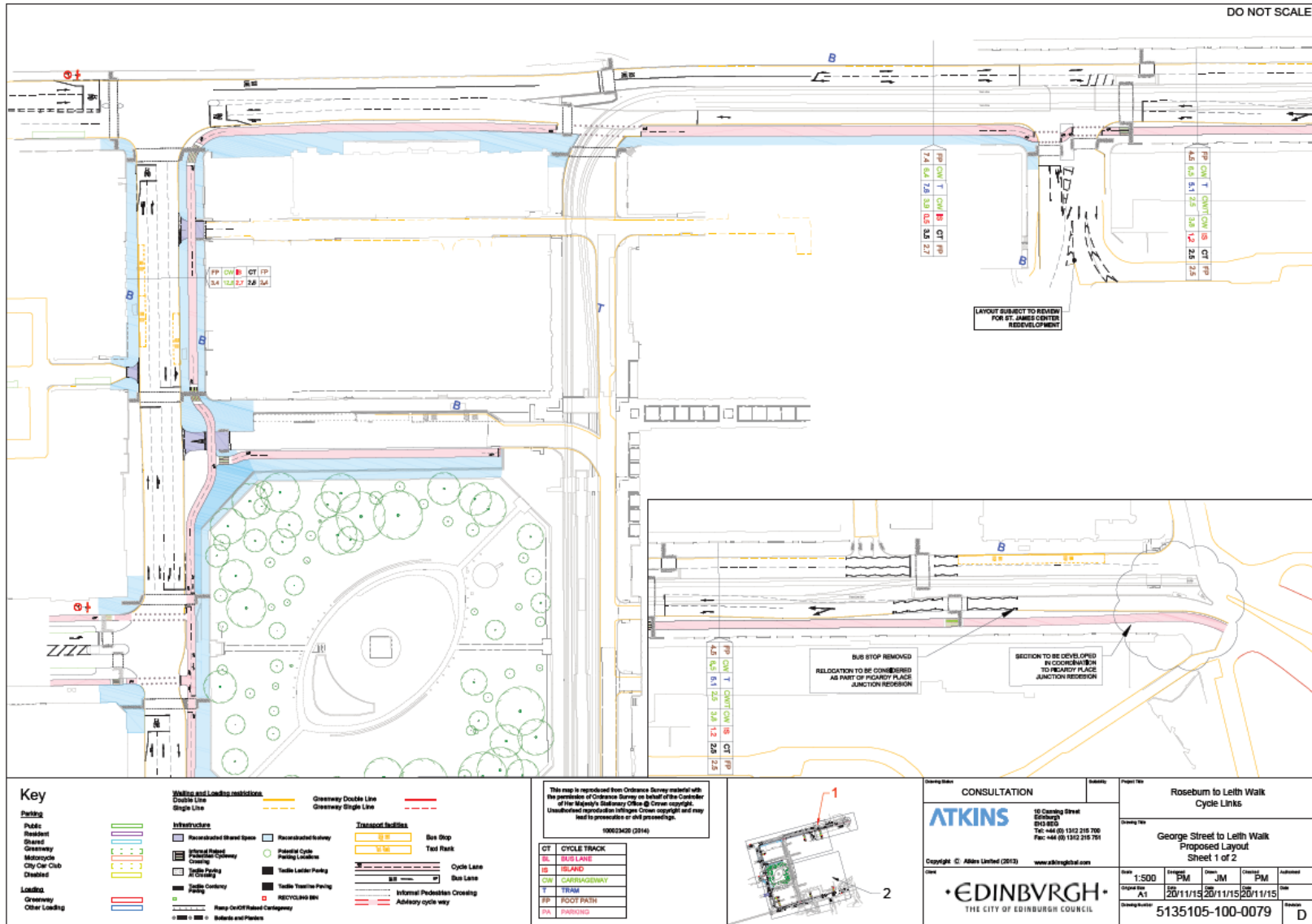
Melville Street Area:



Walker Street link to Rutland Square:



St. Andrew Square to York Place:



Appendix 8: Project Cost Estimate

Project Cost Estimates:					
(The below costs are subject to change)					
(The below costs include Preliminaries and Contingencies, calculated at 20% of the infrastructure costs, March 2014)					
(The below costs do not include Optimism Bias)					
(Figure rounded to the nearest £5,000)					
	Year 1 - 16/17	Year 2-17/18	Year 3-18/19	Year 4-19/20	Sub-totals
Design and Tender:*					
Detailed design, TRO Consultation and Construction Tender Documentation	£350,000.00	£50,000.00			£400,000.00
Site Supervision*					
(Engineer/Clerk of Works/Traffic Officer)		£120,000.00	£120,000.00	£120,000.00	£360,000.00
Construction:					
Section 1:					
Roseburn Park to Roseburn Terrace (via Roseburn Gardens)/Roseburn Park to Roseburn Terrace (via Roseburn Place)/Roseburn Terrace			£415,000.00		
Roseburn Terrace (East)/West Coates			£215,000.00		
Roseburn Path Links to West Coates			£110,000.00		
West Coates				£195,000.00	
Coates Gardens to Melville St - via Roseberry Cres				£405,000.00	
1 Subtotal					£1,340,000.00
Section2a:					
Melville Street (including Melville Crescent Public Realm project)		£1,030,000.00	£685,000.00		
Randolph Place to Charlotte Square			£340,000.00		
2a Subtotal					£2,055,000.00
Section2b:					
Charlotte Square (Public Realm project-TBC)					
Charlotte Square - route around central island		£75,000.00	£75,000.00		
Section2c:					
Melville Street Link to Rutland Square/EICC			£110,000.00		
2b & 2c Subtotal					£260,000.00
Section3:					
St Andrews Square to Picardy Place		£1,015,000.00			
St Andrews Square to North Bridge (Implementation on hold)			£1,020,000.00		
Subtotal					£2,035,000.00
PROJECT TOTAL:					£6,450,000.00
*(See overleaf for breakdown of Detailed Design and Tender and Site Supervision Costs)					

Site Supervision Costs:				
	£/hr	Hours	Weeks	Total
Engineer Costs	40	36	48	£69,120.00
Clerk of Works/Traffic Officer	30	36	48	£51,840.00
				£120,960.00 rounded £120,000.00
Design & Tender Costs:				
Design fees calculated at 10% of total construction costs for the study links from Roseburn to Randolph Place. This is based on experience of local authority design projects and the level of design certainty. These fees include for surveys, option testing, transport modelling, design production, consultation, workshops, publicity and completion of the Traffic Regulatory Order process.				
Roseburn to Randolph Place		£3,055,000.00		
Design Fees - Total * 10%		£305,500.00		
Design fees calculated at 15% of total construction costs for the study links from Randolph Place to Picardy Place. This is due to the increased level of complexity associated with this section of the route and the level of design certainty. These fees include for surveys, option testing, transport modelling, design production, consultation, workshops, publicity and completion of the Traffic Regulatory Order process.				
Randolph Place to Picardy Place*		£1,615,000.00		
Design Fees = Total * 15%		£242,250.00		
Total Design & Tender Fees:				
		£547,750.00		
Preliminary Design Fees (already spent)		£178,475.00		
		£369,275.00	allow	£400,000
*Figures do not include costs for designing St. Andrews Square to North Bridge (Implementation deferred)				