

Randolph Place—Consultation Report

As part of the Council’s ‘City Centre West to East Cycle Link and Street Improvements’ project (CCWEL), we are proposing significant changes to Randolph Place.

The Council wants to make this beautiful street better for people walking, cycling and visiting shops and bars.

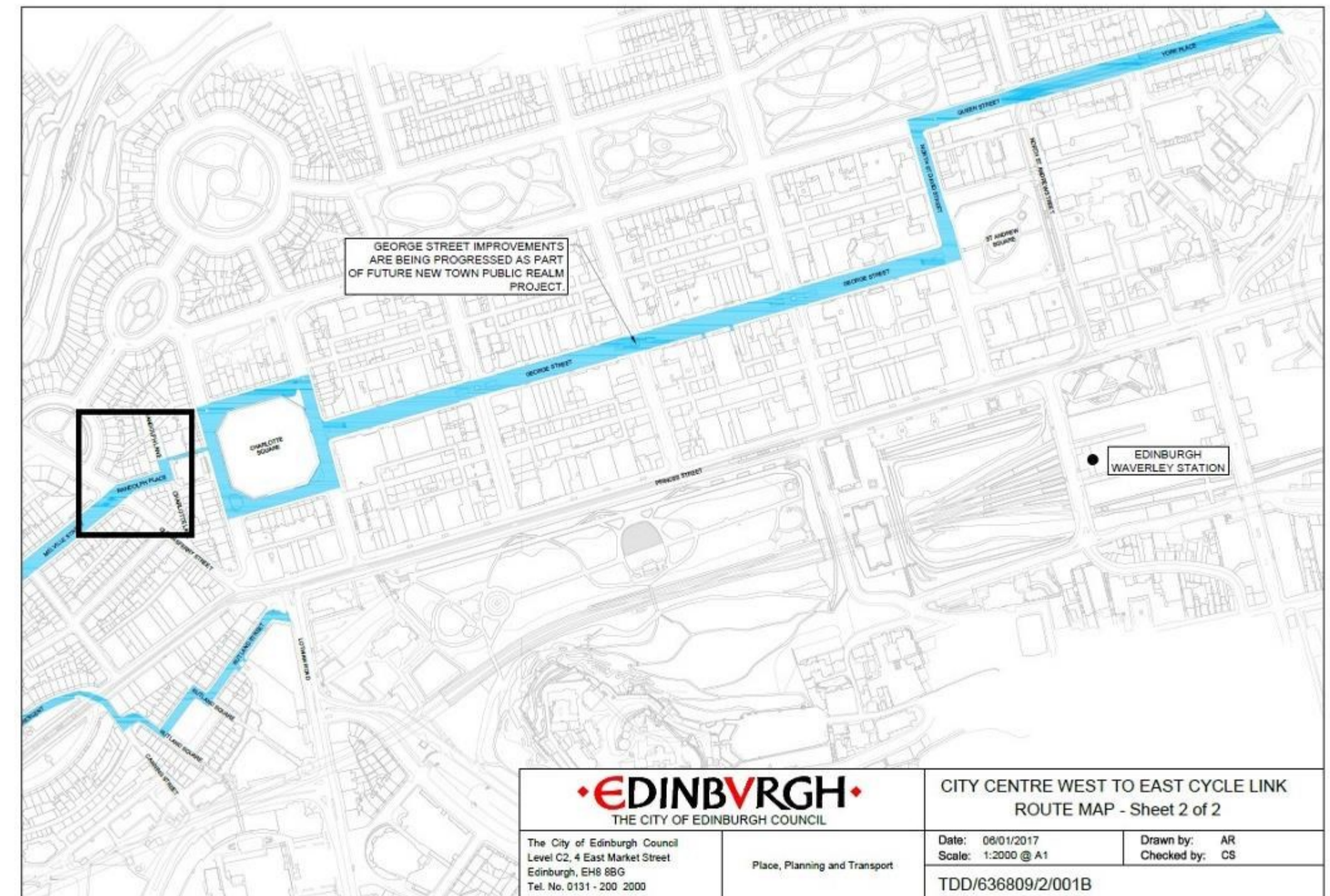
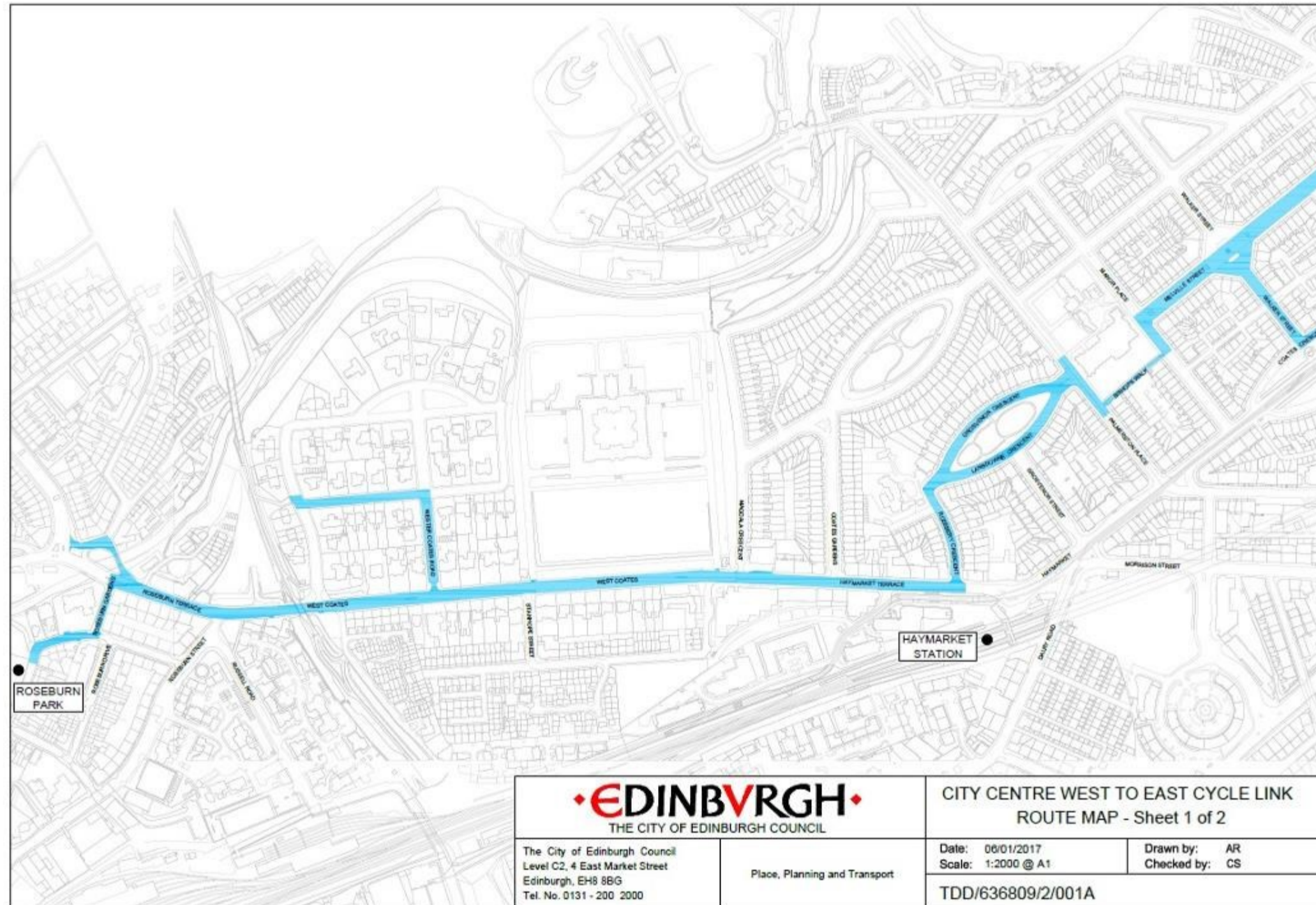
We developed three options for the revised layout, and we took these options to a public consultation exercise throughout February 2018.

This report summarizes the process, and results of this consultation exercise.



CCWEL – Project Route Map

Randolph Place is a key part of the CCWEL project route which runs from Roseburn, through the City Centre, to Leith Walk. Much of the route features segregated cycleways, however as Randolph Place is a quiet street, people on bikes will share the carriageway with vehicles at this location. As with the rest of the CCWEL project, the designs will focus on the ‘Place’ function of the street, not just the ‘Movement’ function.



Randolph Place

Design Progression

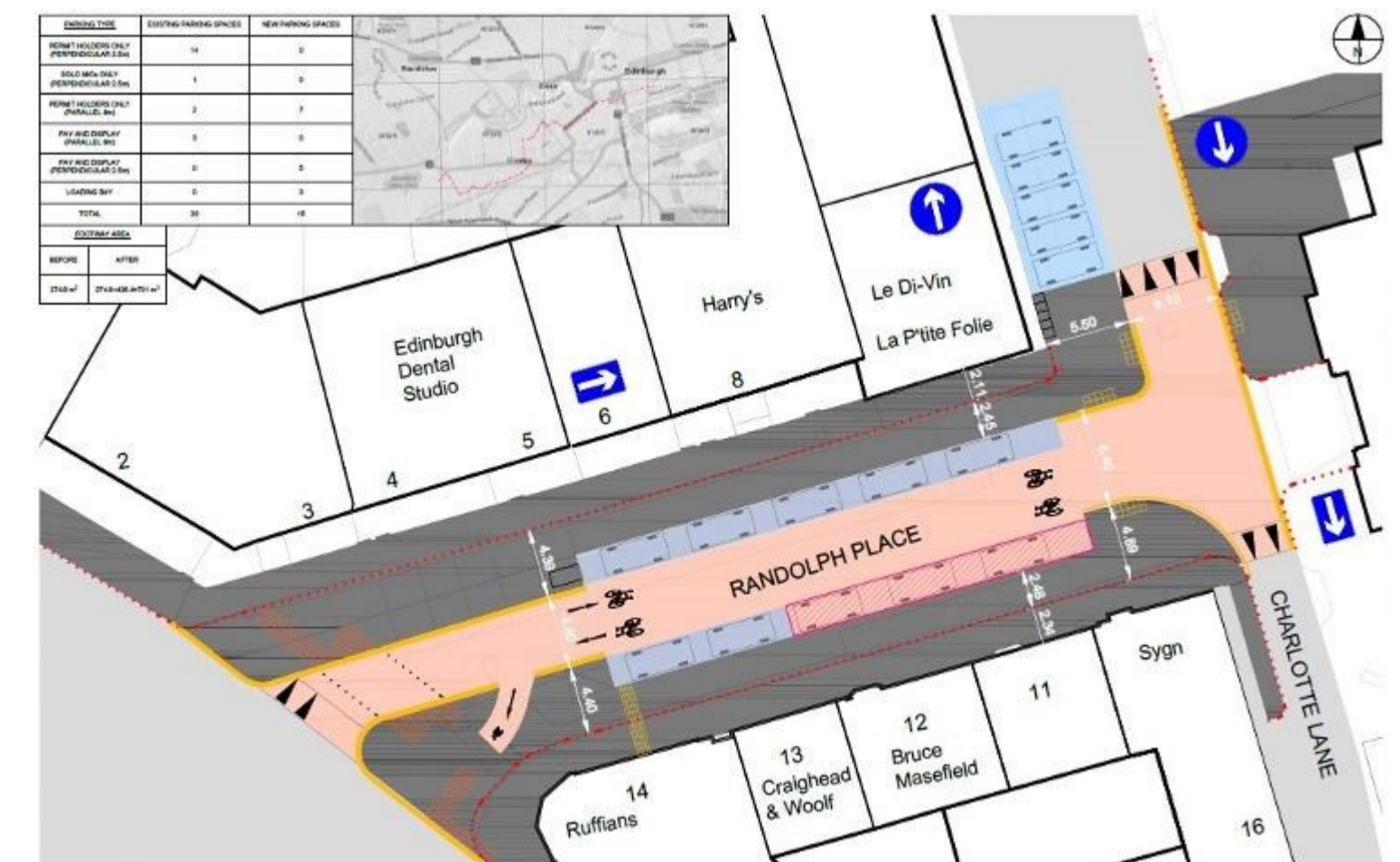
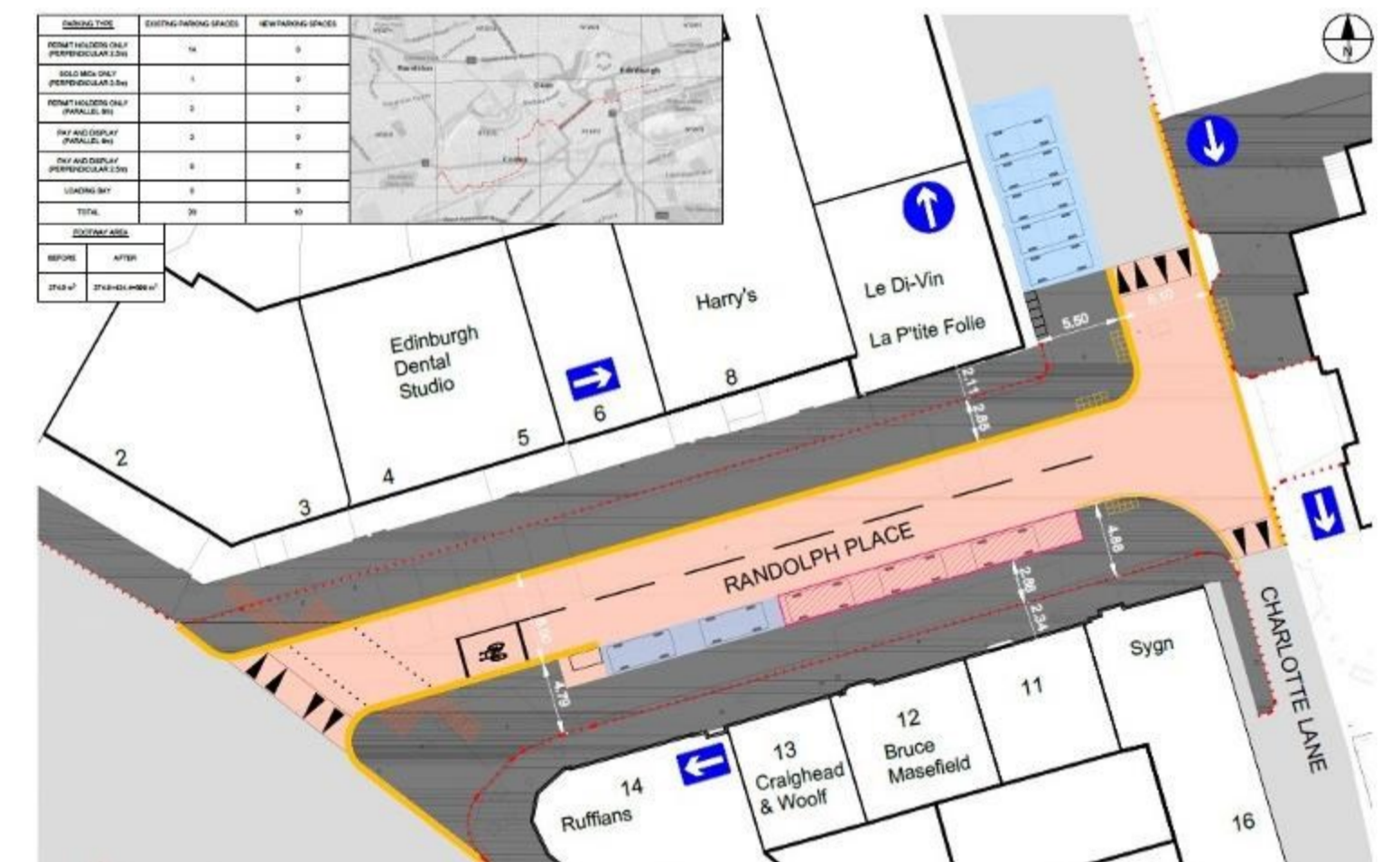
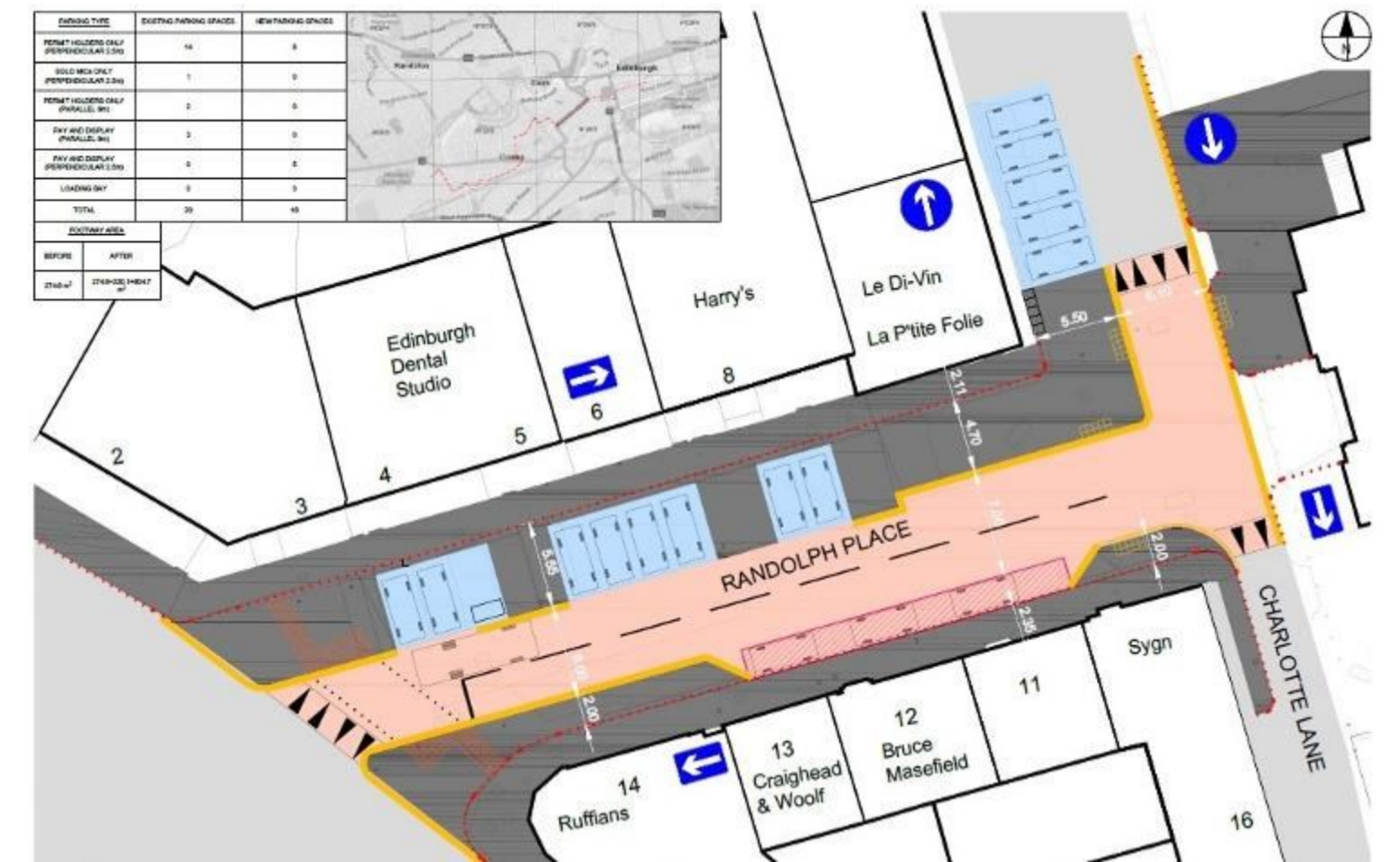
We developed three initial design options for Randolph Place which can be seen to the right. We held initial discussions regarding these options with key stakeholders including seven local businesses, the West End Business Improvement District two members of the West End Community Council and one local landlord. Following these initial discussions we made several alterations to the designs based on the feedback we received before taking three amended options to public consultation (see pages 6-11).

We have discounted Option 1 (top right). This option was very unpopular with stakeholders for various reasons:

- There is limited pavement widening on the South side of the street
- End on parking introduces risk for people on bikes
- Parking alignment means cars will continue to dominate the environment

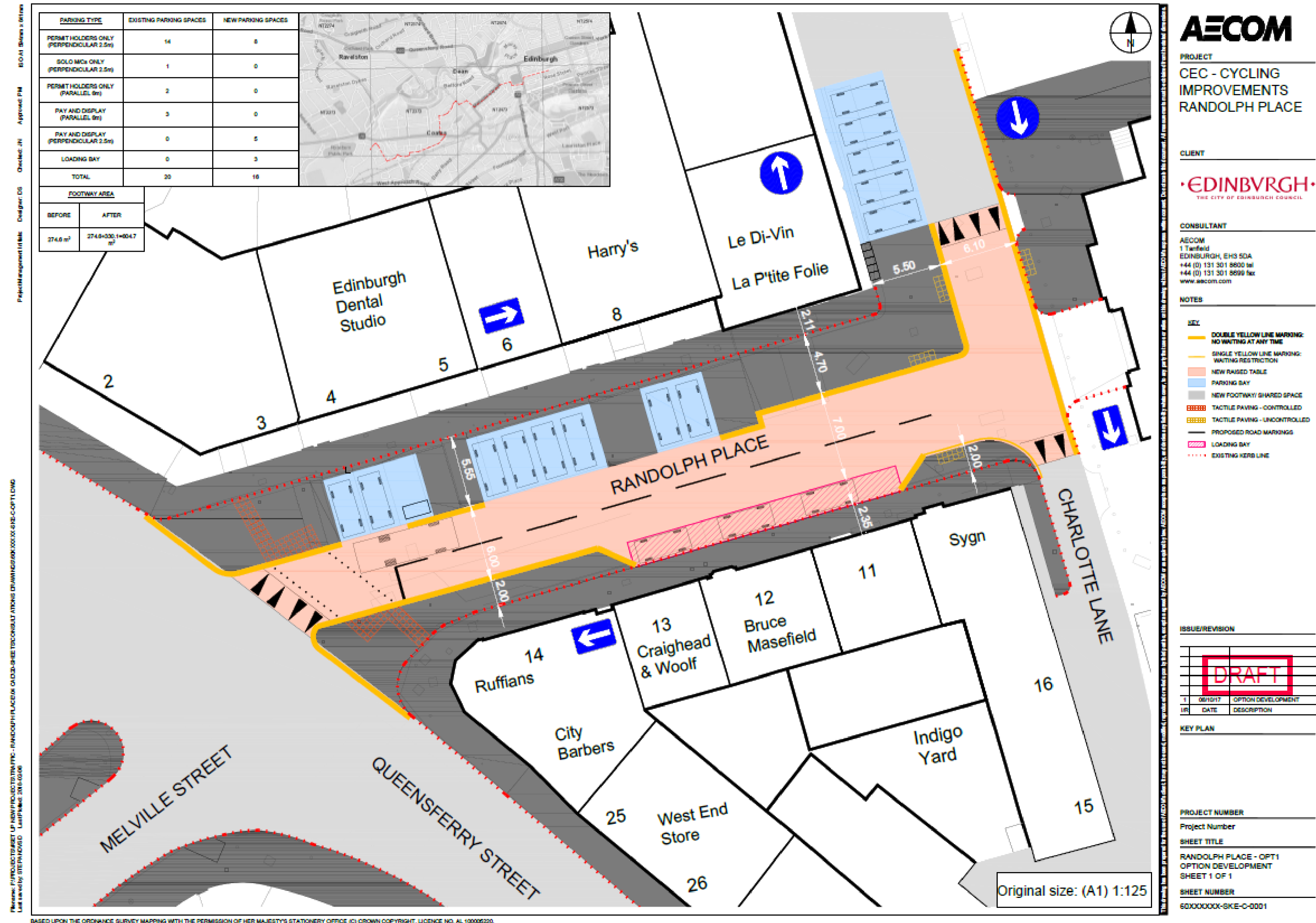
We have also updated Options 2 (middle right) and 3 (bottom right) based on feedback. In particular, several stakeholders suggested closing Charlotte Lane to traffic. As such:

- We have added an additional option which includes pedestrianising Charlotte Lane
- We have narrowed the carriageway in all options
- We have moved the parking on the North side of Randolph Place in Option 3



Discounted Initial Option

This option has been discounted based on initial feedback from stakeholders



Optioneering

At our public drop-in event on the 20th of February, and during the following week on our Consultation Hub, we presented the following three options and asked members of the public which one they preferred. We also asked for as any other comments they had.

Each of the three Options is shown below as both a road layout, and a sketch design. The Road Layout sets out how each option will work; the Sketch Design provides an impression of what each option could look like. In all options we will look to introduce additional greenery, but the precise layout of this is yet to be confirmed.

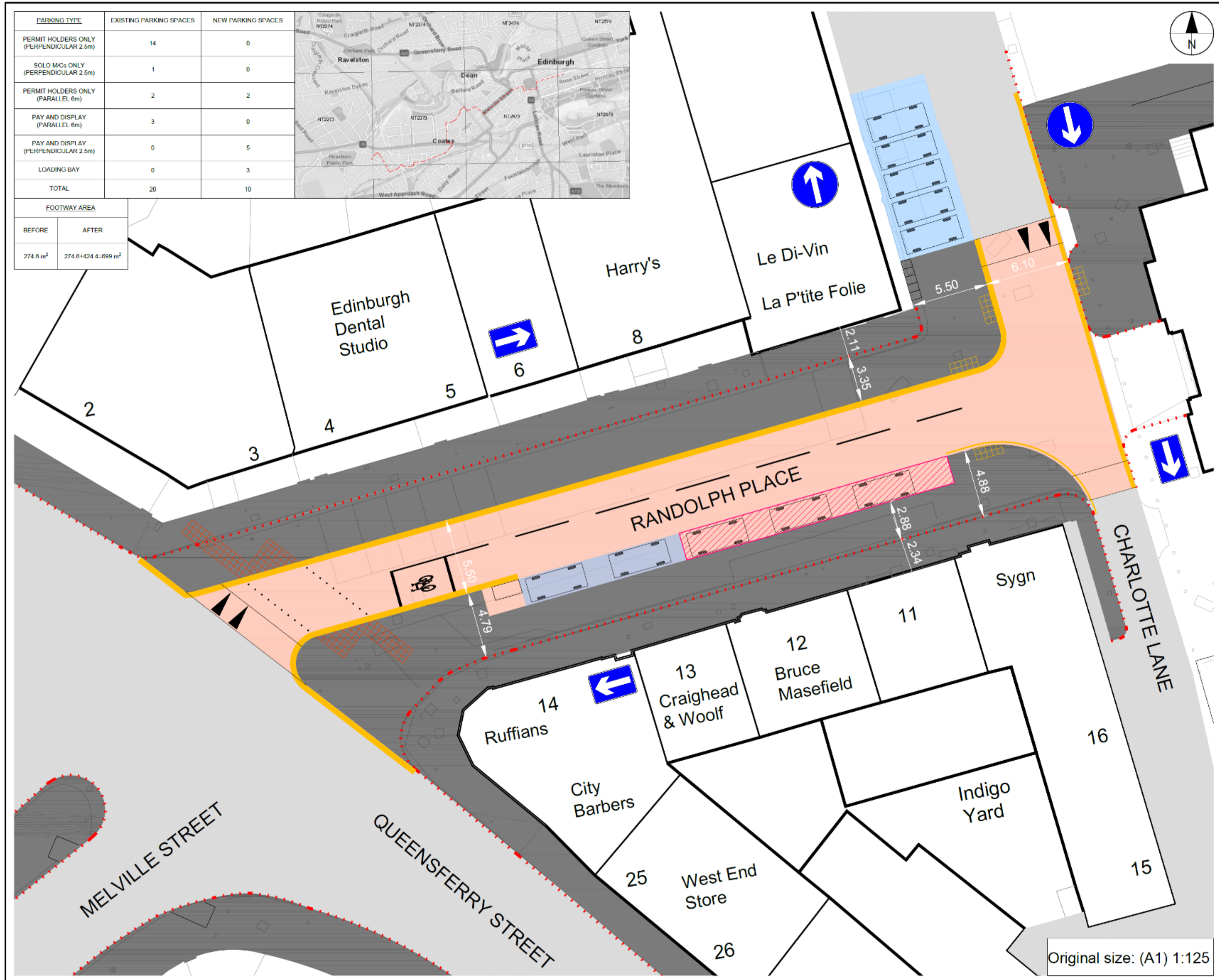
The options differ in the following ways:

Option 1: retains 2-way traffic on Randolph Place and One-Way traffic on Charlotte Lane while widening both the North and South footways.

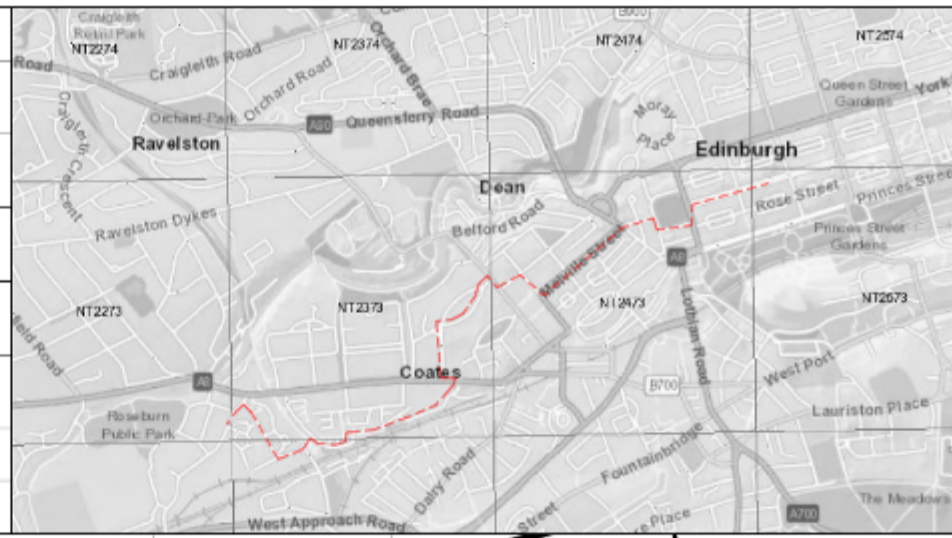
Option 2: retains 2-way traffic on Randolph Place and closes Charlotte Lane to traffic outside of loading within certain times. This would result in a pedestrian zone, similar to Rose Street.

Option 3: introduces a One-Way restriction on Randolph Place meaning that all traffic would have to leave via Charlotte Lane. This option retains the greatest number of parking spaces.

Option 1—Proposed Road Layout



PARKING TYPE	EXISTING PARKING SPACES	NEW PARKING SPACES
PERMIT HOLDERS ONLY (PERPENDICULAR 2.5m)	14	0
SOLO M/Cs ONLY (PERPENDICULAR 2.5m)	1	0
PERMIT HOLDERS ONLY (PARALLEL 6m)	2	2
PAY AND DISPLAY (PARALLEL 6m)	3	0
PAY AND DISPLAY (PERPENDICULAR 2.5m)	0	5
LOADING BAY	0	3
TOTAL	20	10



FOOTWAY AREA	
BEFORE	AFTER
274.6 m ²	274.6+424.4=699 m ²



PROJECT
 CEC - CYCLING
 IMPROVEMENTS
 RANDOLPH PLACE

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- NOTES**
- KEY**
- DOUBLE YELLOW LINE MARKING: NO WAITING AT ANY TIME
 - SINGLE YELLOW LINE MARKING: WAITING RESTRICTION
 - PARKING BAY
 - NEW FOOTWAY/ SHARED SPACE
 - TACTILE PAVING - CONTROLLED
 - TACTILE PAVING - UNCONTROLLED
 - PROPOSED ROAD MARKINGS
 - LOADING BAY
 - NEW RAISED TABLE
 - EXISTING KERB LINE

ISSUE/REVISION

NO	DATE	DESCRIPTION
1	08/10/17	OPTION DEVELOPMENT

KEY PLAN

PROJECT NUMBER
 Project Number

SHEET TITLE
 RANDOLPH PLACE - OPT2
 OPTION DEVELOPMENT
 SHEET 1 OF 1

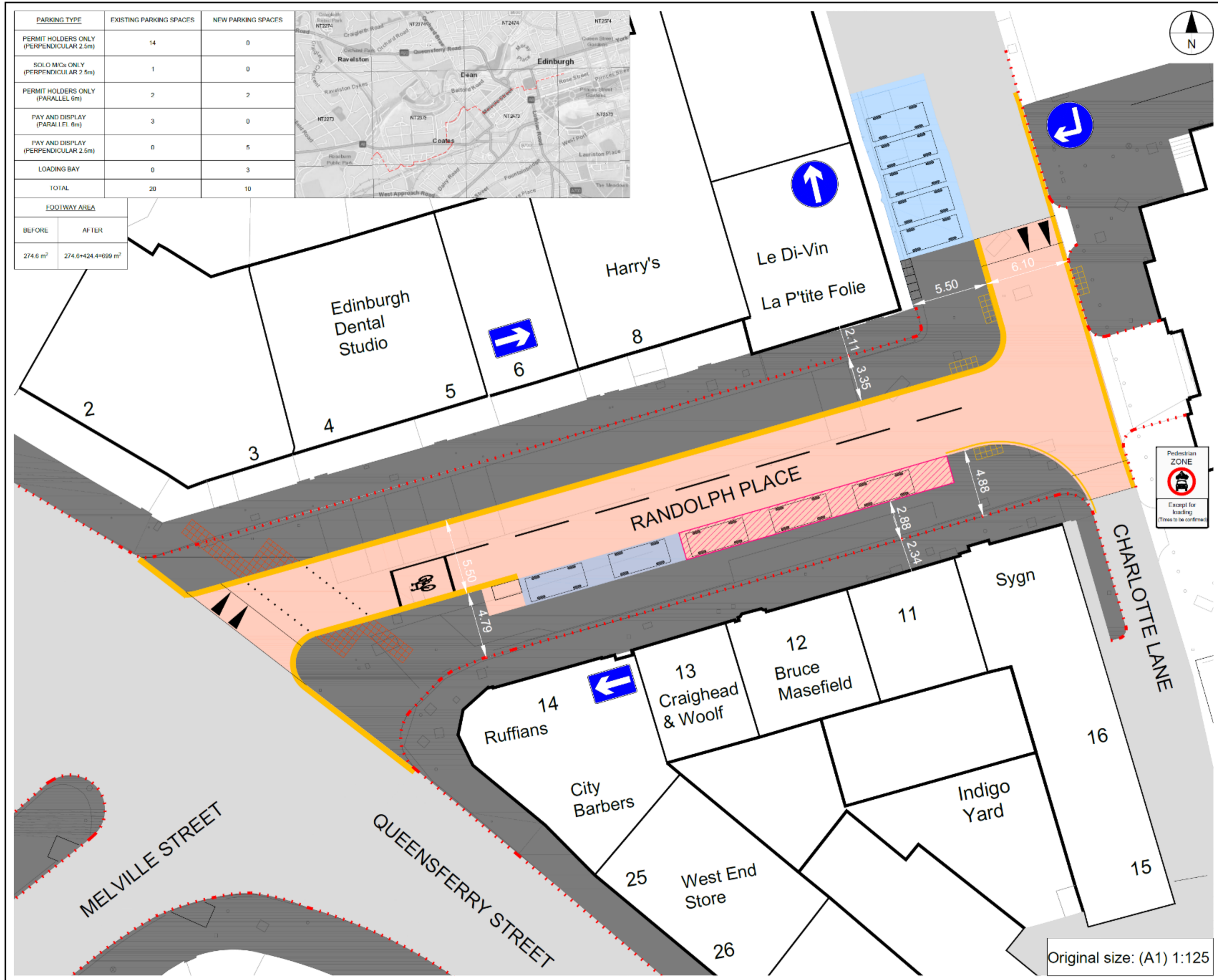
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Option 1—Sketch Design



Option 2—Proposed Road Layout



PARKING TYPE	EXISTING PARKING SPACES	NEW PARKING SPACES
PERMIT HOLDERS ONLY (PERPENDICULAR 2.5m)	14	0
SOLO M/Cs ONLY (PERPENDICULAR 2.5m)	1	0
PERMIT HOLDERS ONLY (PARALLEL 6m)	2	2
PAY AND DISPLAY (PARALLEL 6m)	3	0
PAY AND DISPLAY (PERPENDICULAR 2.5m)	0	5
LOADING BAY	0	3
TOTAL	20	10

FOOTWAY AREA	
BEFORE	AFTER
274.6 m ²	274.6+424.4=699 m ²



AECOM

PROJECT
CEC - CYCLING IMPROVEMENTS RANDOLPH PLACE

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NOTES

KEY

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- LOADING BAY
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- EXISTING KERB LINE

ISSUE/REVISION

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NO.	DATE	DESCRIPTION
1	06/10/17	OPTION DEVELOPMENT

KEY PLAN

PROJECT NUMBER
Project Number

SHEET TITLE
RANDOLPH PLACE - OPT2A
OPTION DEVELOPMENT
SHEET 1 OF 1

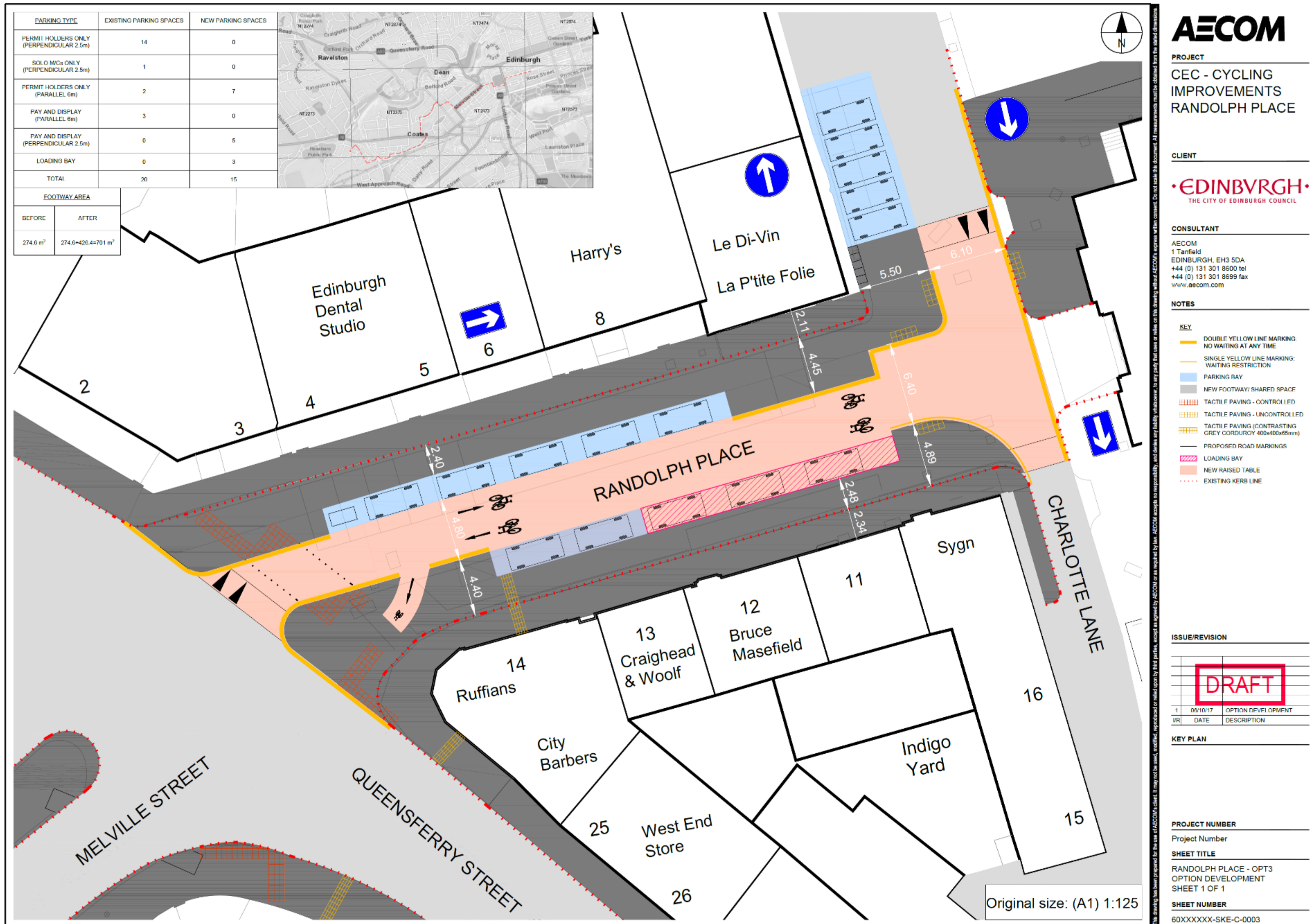
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Option 2—Sketch Design



Option 3—Proposed Road Layout



Option 3—Sketch Design



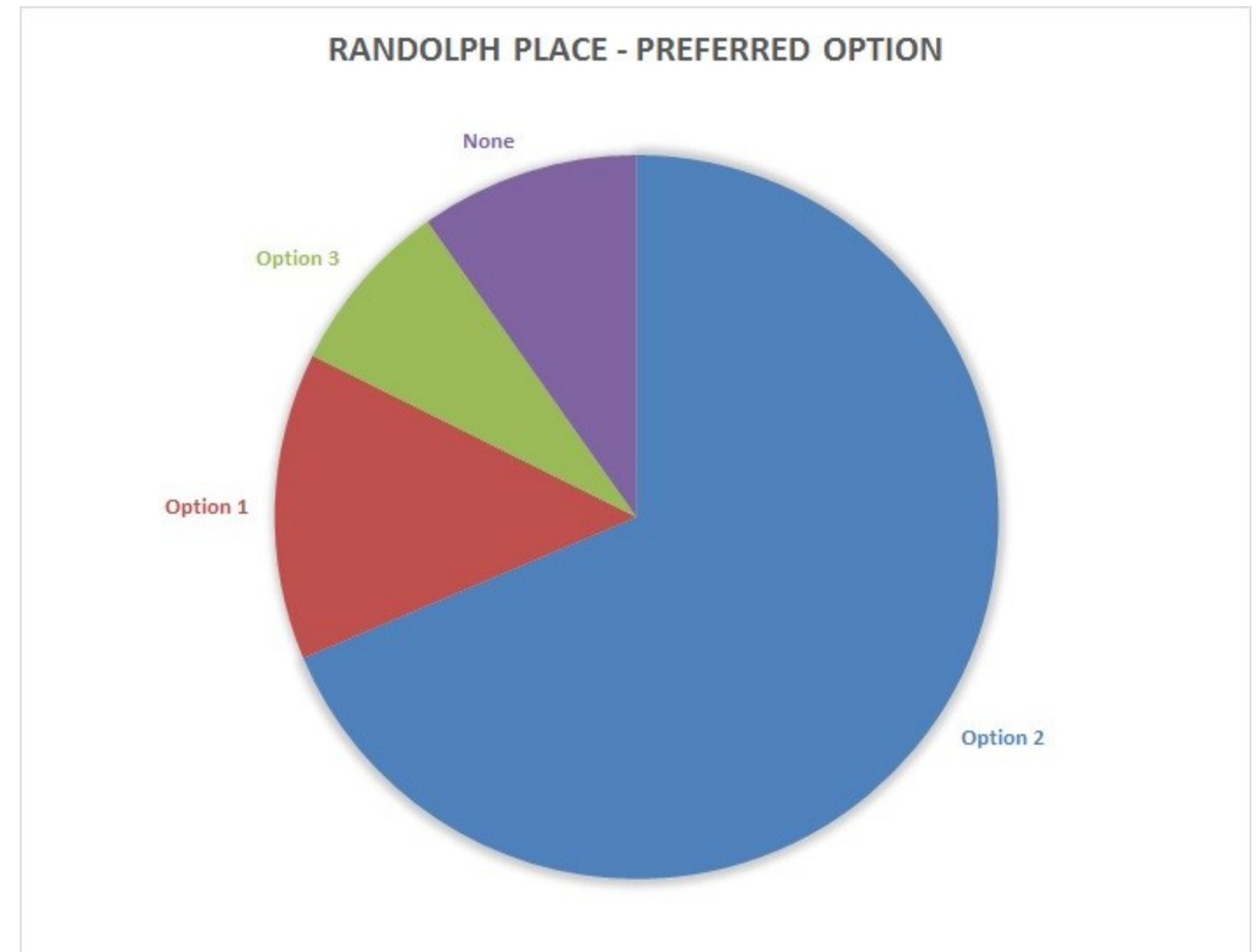
Randolph Place—Consultation Results

The Council received 51 responses to the public consultation which ran from the 20th to the 27th of February. 21 of these were given during the public event on the 20th, while the remaining 30 were submitted to the online consultation during the following week.

Eleven of these responses came from residents or businesses on Randolph Place or the immediately adjacent streets.

35 responders (68%) stated that Option 2 was their preference. Seven responders favoured Option 1 while four responders favoured Option 3. 5 responders said they didn't support any of them.

From the eleven responses received from resident's and businesses in the immediate area, ten stated that Option 2 was their preference, with only one favouring Option 1.



Preferred Option	Responses
Option 2	35
Option 1	7
Option 3	4
None	5

Randolph Place—Consultation Results

We also received many comments from respondents. These were broadly positive, but some did suggest additional improvements, including to refuse facilities, as well as concerns regarding the reduction and type of parking in the area. We will look to take these on board where possible as we continue to refine the designs.

Some of the comments that we received from residents and businesses on Randolph Place and the immediately surrounding area are included below:

“I think the idea is excellent and a great improvement to Randolph Place.”

“I believe this will reduce the no of cars using the street and allow a more pleasant environment for pedestrians as well as cyclists.”

“Overall it seems more feasible and improves the place and Charlotte Lane.”

“It is much more environmentally friendly.”