

Roseburn to Leith Walk Cycle Route and Street Improvements

Consultation Report
City of Edinburgh Council

Revised July 2016



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Executive Summary

Introduction

The City of Edinburgh Council (CEC) is currently developing proposals to create a new cycle route and associated street improvements between Roseburn and Leith Walk – known as the ‘Roseburn to Leith Walk Cycle Route and Street Improvements’. The scheme proposes a series of amendments such as improving footways, junction amendments and the creation of segregated cycle tracks.

Atkins was commissioned to carry out the consultation process to inform the public, local businesses and interest groups on the proposals and capture their comments. Consultation was held over an eleven-week period between 16th November 2015 and the 1st February 2016. For the purpose of the analysis of the consultation feedback, the route has been split into nine sections:

1. **Roseburn Terrace** (between Roseburn Park and Roseburn Bridge)
2. **West Coates** (between Roseburn Bridge and Magdala Crescent)
3. **Haymarket Terrace**
4. **Palmerston Place Area** (West End including Rosebery Crescent, Grosvenor Crescent, Landsdowne Crescent, Palmerston Place and Bishop’s Walk)
5. **Melville Street** (including Manor Place and Melville Street)
6. **Walker Street to Rutland Square**
7. **Queensferry Street to Charlotte Square** (via Randolph Place and Randolph Lane)
8. **St. Andrews Square to York Place**
9. **St. Andrews Square to Princes Street**

Consultation Process

There were six main channels for stakeholders/general public to provide their feedback:

- Completing the **online questionnaire**: a short survey, which asked respondents to state their level of support for the scheme as a whole, and for each of the nine sections. Respondents could also provide further comments.
- Completing the questions on a **leaflet**: this provided details of the scheme measures and a short freepost questionnaire to determine level of support for the scheme and to capture any additional comments. It was distributed to three areas along the route: Roseburn to West Coates, Haymarket and West End, and Charlotte Square and East End.
- Attending one of the **public exhibitions**: Three drop-in exhibitions and two presentation/Q&A sessions were held. CEC/Atkins staff were available to answer questions and allay any concerns. At all of the sessions, panels were prepared which explained the proposed scheme detail.
- Submitting a **stakeholder letter**: Key stakeholders were invited to comment on the proposals and state their level of support/opposition to the scheme.
- Making comments via the **project email address** or providing comments on **Facebook**.

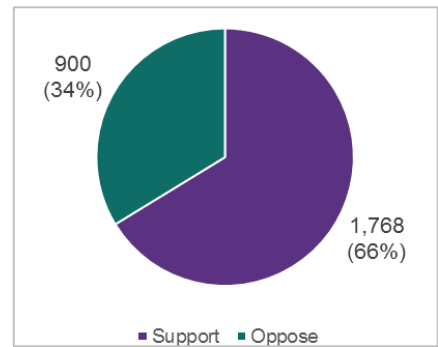
Consultation Feedback

Overall

A total of **2,771 responses were received** throughout the consultation process which included 2,247 responses to the online questionnaire, 235 letters, 149 emails and 118 leaflet questionnaires. In addition, 21 letters/emails were received from stakeholders.

	Online Questionnaire	Leaflet Questionnaire	Stakeholders	Emails	Letters	Other e.g. Facebook	Total Responses
Number of responses	2,247	118	21	149	235	1	2,771

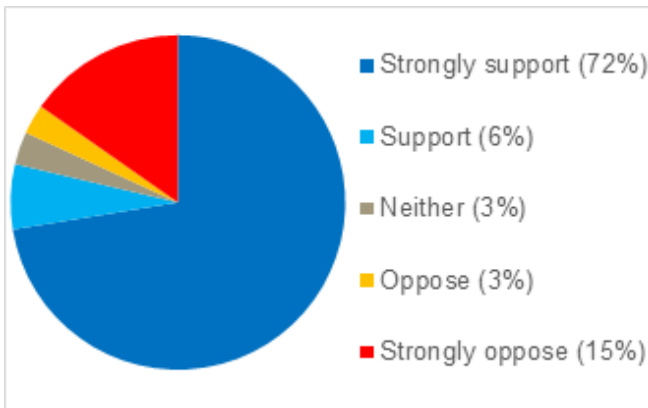
Of all the responses received across all consultation types, **1,768 (66%) are in support of the scheme** while **900 (34%) are in opposition**. Support was highest from respondents completing the online questionnaire, while all letters received were in opposition to the plans.



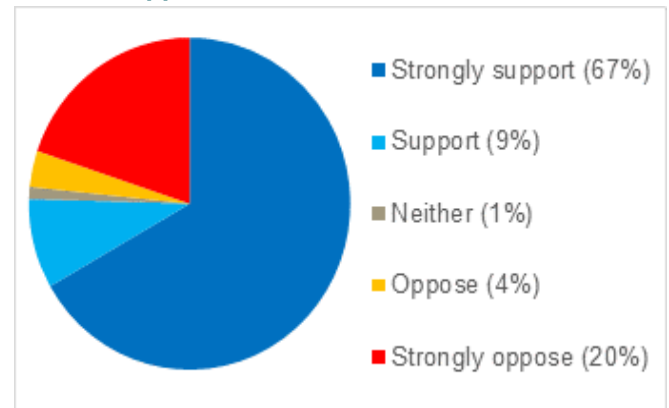
Online Survey Feedback

78% of online survey respondents support/strongly support the need to invest in walking and cycling improvements between Roseburn and Leith Walk/North Bridge. The data below shows the results from the 2,247 respondents to the online questionnaire, and also demonstrates that overall support for the scheme lies at 76%, with 24% opposing the scheme to some extent.

Need to Invest

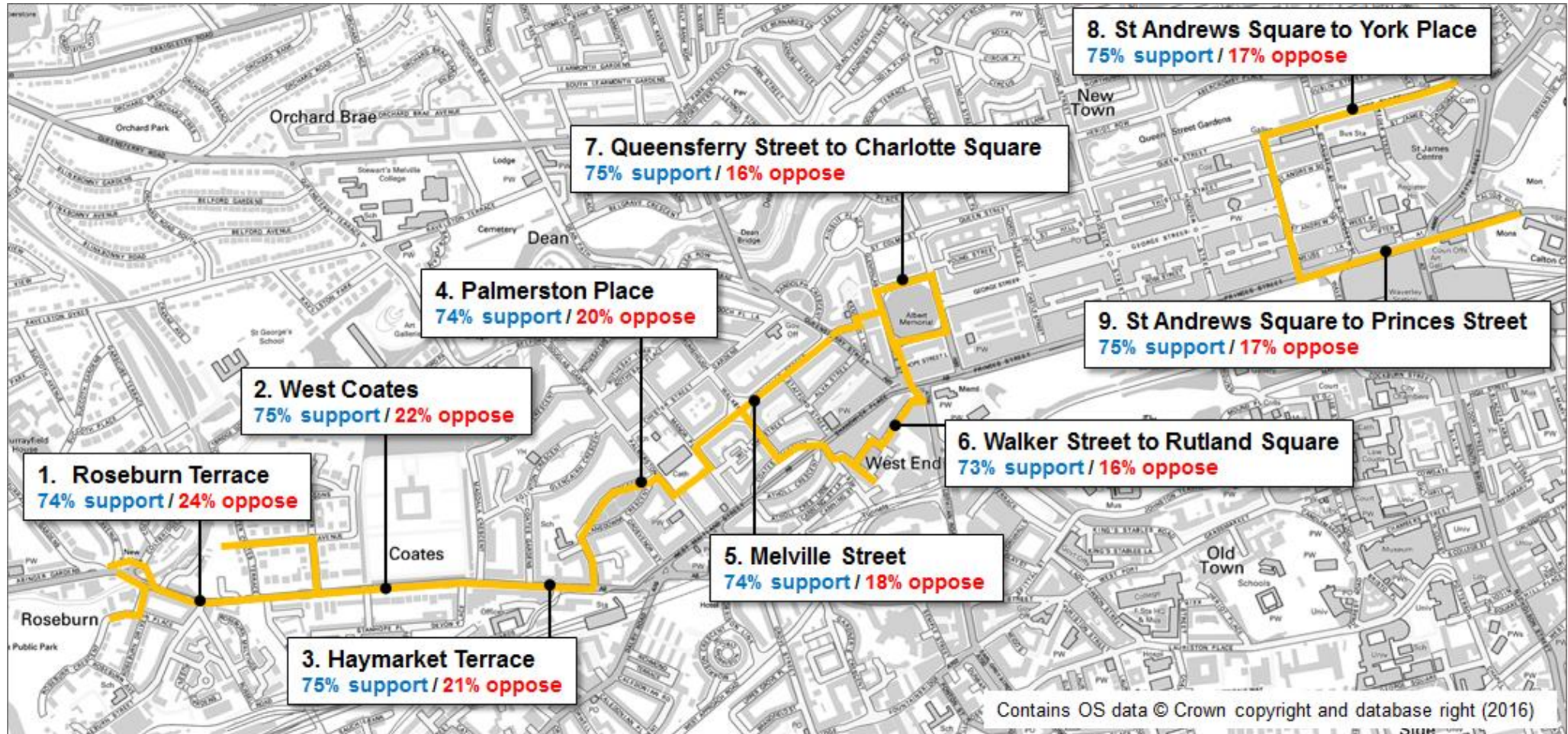


Overall Support



Shown on the page overleaf, we can see the overall support/opposition for each of the nine sections of the proposed scheme. This highlights that support for each section of the scheme proposals is broadly similar, around the 73%-75% mark. The difference between level of opposition is slightly greater, but still lies within the 16%-24% mark.

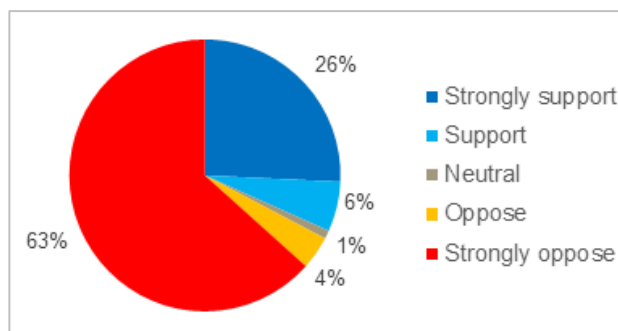
The highest level of opposition can be seen within the Roseburn Terrace section where 24% of survey respondents oppose the scheme proposals surrounding this area. Sections 6 and 7 (Walker Street to Rutland Square, and Queensferry Street to Charlotte Square), have the lowest levels of opposition of all the sections at 16%.



Leaflet Feedback

118 leaflet responses were received, which comprised 101 responses (89%) from residents and 11 responses (10%) from businesses (six did not clarify whether they were a business or resident).

The proportion that support/strongly support the proposals is much lower in comparison to the results from the online questionnaire. This could be because residents that received the leaflet live along the route and so will be directly affected by any changes. The graph shows that 32% support/strongly support the scheme while 67% oppose/strongly oppose. Of the eleven responses received from businesses, four support/strongly support the scheme improvements and six strongly oppose.



Respondents could provide further comments on the leaflet, and the key points made are as follows:

- General satisfaction with the proposals as it is believed they will create a better environment for cycling and will improve safety. This in turn was expected to increase the amount of people cycling.
- Some respondents had concerns the proposals would increase congestion / traffic along the route, which was already perceived to be an issue.
- Others were concerned about the removal of a bus stop. This appeared to be a particular concern amongst the elderly.
- The other main reason for opposition was due to fears the proposals would have a negative impact on local businesses due to the removal of parking spaces.

Stakeholder Feedback

Of the 21 stakeholders that either wrote or emailed CEC, nine were in support of the scheme but had comments relating to the scheme design. This included stakeholders such as Living Streets, Friends of the Earth, SPOKES, NHS Health and Guide Dogs Scotland. Their comments will be considered separately to this report.

Six stakeholders, including the Edinburgh Taxi Association and First Scotland East opposed the scheme due to reasons such as the relocation of the Haymarket taxi rank, fears over the negative impact it may have on shops/local businesses, and also the potential impact on congestion in the local area. Six stakeholders did not express whether they were in support/opposition to the scheme, but instead provided details of any concerns or changes they would like to see made to the proposals.

Other Feedback

Letters

There were 235 letters received by CEC, all of which were in opposition to the scheme. The majority were in a standard format letter signed by 215 Roseburn residents. Reasons for opposition include:

- Fears a dual cycle lane will be hazardous to pedestrians;
- Concerns that pedestrians will have to negotiate crossing a dual cycle lane when getting onto a bus (in an eastbound direction);
- Believe local businesses will suffer due the lack of parking facilities;
- Believe that the scheme will create congestion;
- There is a perception that the proposals will have a negative impact on daily life e.g. through difficulties in receiving deliveries due to lack of parking;
- Disappointment that Roseburn residents/businesses were not aware of the proposals until a late stage in the consultation (due to issues related to the delivery of the leaflets);
- A view that the money could have been spent elsewhere.

Emails

A total of 149 were received in CEC's consultation inbox, of which 44 asked for clarification on the scheme or the consultation process. Of the remaining responses, 38 were in support while 67 opposed the scheme.

Many of the emails received echoed the points made in other parts of the consultation process, and include:

- General satisfaction with the proposals and belief that it will improve safety for pedestrians and cyclists encourage people to walk and cycle, and as a result, improve the local environment.
- Some concern that the removal of bus lanes would increase congestion.
- Concern, particularly from those living in Section 1 and 2, that the removal of parking spaces will have a negative impact on local shops and businesses in this area.
- In section 3, respondents had concerns over the impact of moving the taxi rank. Equally, the removal of bus stops and the impact on the elderly was another reason cited for opposition of the scheme.
- Several of the emails were from respondents who asked whether the route could follow the existing National Cycle Network Route 1 instead.

Local Petitions

Two petitions were generated, one supporting and one opposing the proposed scheme.

The petition in opposition initially gathered some 2,600 signatures, which rose to 3,500 signatures when it was reopened following the Council extending the consultation period. Part of the petition was conducted online generating 695 signatures and 23 comments.

Henry Whaley, a member of SPOKES, organised a counter petition in favour of the scheme. The petition was carried out online and gathered 817 signatures and 255 comments.

Next Steps

Following this consultation process, CEC now intends to progress this scheme through the following steps:

- Design review to address issues identified in this consultation process and those arising from the Road Safety Audit, Accessibility Audit and Cycle Audit (this process is already under way);
- Seek funding to assist in the delivery of the project;
- Make a full report to the Council on the scheme, which will include feedback from this consultation;
- Promote Traffic Regulation Orders;
- Commence detailed design, including local consultation to ensure specific issues are addressed;
- Prepare tender documents;
- Seek tenders for construction; and
- Build the scheme.

It is anticipated the scheme will be delivered in three construction stages, with completion around 2020.

1. Introduction

1.1. Context

The City of Edinburgh Council (CEC) is currently developing proposals to create a new cycle route and associated street improvements between Roseburn and Leith Walk – known as the ‘Roseburn to Leith Walk Cycle Route and Street Improvements’. The scheme proposes a series of amendments such as improving footways, junction amendments and the creation of segregated cycle tracks. It aims to transform the quality of access by bike, by providing a high quality route with protected cycle tracks on main streets. It also aims to improve the street environment for pedestrians and minimise impacts on other road users.

Atkins was commissioned to carry out a full and inclusive consultation process to inform the public, local businesses and interest groups on the proposals and capture their comments. The consultation was held over an eleven-week period between 16th November 2015 and the 1st February 2016.

This report presents the findings from the consultation undertaken, the responses obtained from the process and the key findings.

1.2. Scheme Detail

The Council, through its Local Transport Strategy and Active Travel Action Plan is committed to increasing the role of cycling in the city’s transport mix. Cycling is uniquely attractive as a mode of transport that uses space very efficiently, is compatible with people friendly streets and attractive urban realm, is environmentally friendly, is potentially very inclusive and is intrinsically health-improving. Crucially, given the right conditions it can also compete very well with urban car travel.

The Roseburn to Leith Walk route would connect Edinburgh’s ‘Quiet Routes’ cycle network from west to east through the city centre. Completing this link is a priority action within the Council’s Active Travel Action Plan. It would create 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.

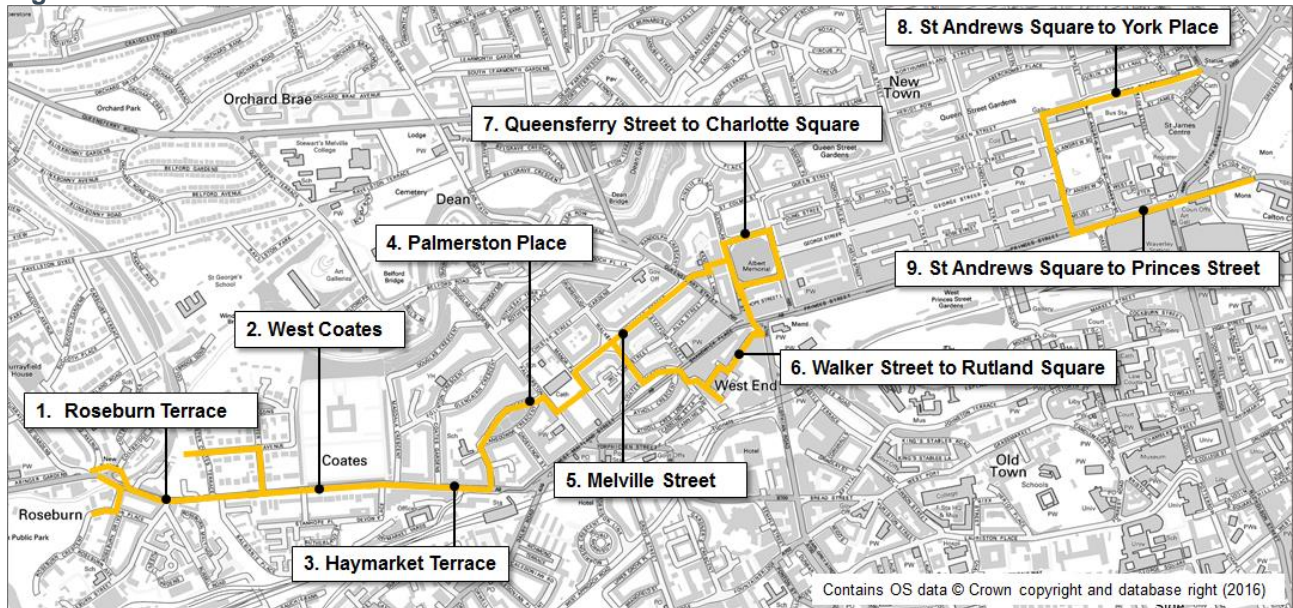
The cycle route would be largely segregated from motor traffic, with protected cycle lanes on main streets to protect cyclists from heavy traffic. It would link with the extensive network of off-road paths in north Edinburgh, with two cycle routes from west Edinburgh and with similar planned facilities on Leith Walk and George Street. It would also improve the street environment for other road users, especially pedestrians.

The project aligns with CEC’s Active Travel Action Plan¹ which has the core objective of increasing the number of people walking and cycling in Edinburgh. The scheme is designed to provide active travel opportunities in the corridor for both cyclists and pedestrians. Facilities for cyclists are to encourage new and less confident users and so are either physically segregated on busier roads or via quiet streets.

Appendix A provides the initial and revised objectives for the scheme.

¹ http://www.edinburgh.gov.uk/downloads/file/7130/active_travel_action_plan_2016

Figure 1-1 Roseburn to Leith Walk Corridor



The proposal includes measures for each section of the Scheme, as detailed below:

- 1. Roseburn Terrace (between Roseburn Park and former Roseburn Rail Bridge)**
 - 2-way protected cycle track
 - Junction amendments
 - Resurfacing
 - 'Copenhagen style' junction²
 - New pedestrian crossing at Roseburn Street junction
- 2. West Coates (between former Roseburn Rail Bridge and Magdala Crescent)**
 - 2-way protected cycle track
 - 'Copenhagen style' junctions
 - Bus stop amendments – introduction of 'floating bus stops'²
 - Junction amendments
- 3. Haymarket Terrace**
 - 2-way protected cycle track
 - Bus stop amendments – introduction of 'floating bus stops'²
 - Taxi rank relocated
 - 'Copenhagen style' junction²
- 4. Palmerston Place Area (West End including Rosebery Crescent, Grosvenor Crescent, Landsdowne Crescent, Palmerston Place and Bishop's Walk)**
 - 1-way street with contraflow cycle facilities (Rosebury Crescent)
 - 2-way protected cycle track (Palmerston Place)
 - Quiet Streets
 - Redesigned junction – Grosvenor Crescent / Palmerston Place
 - Pedestrian crossing improvements
- 5. Melville Street (including Manor Place and Melville Street)**
 - 1-way protected cycle tracks
 - Improved crossing opportunities for pedestrians
 - Reductions in parking provision but compensating increases in nearby streets

² See Appendix B for explanation of terminology

6. Walker Street to Rutland Square

- Modifications to parking layout
- Street amendments
- Contraflow cycle track

7. Queensferry Street to Charlotte Square (via Randolph Place and Randolph Lane)

- Junction amendments
- Public realm amendments including a new pedestrian/cycle zone around the central gardens area
- 2 way protected cycle track on east side of square next to gardens
- Link to George Street

8. St. Andrews Square to York Place

- Link from George Street
- 2-way protected cycle track
- Junction amendments

9. St. Andrews Square to Princes Street

- 2-way protected cycle track
- Bus stop amendments

The section of route between Charlotte Square and St. Andrews Square includes George Street. However this section is excluded from this study as plans for George Street are currently being considered separately.

In addition within St. Andrews Square the scheme will be incorporated in a larger public realm project being taken forward by the Council. In relation to Charlotte Square there are aspirations to undertake major public realm enhancements but these are dependent on the private sector and are currently being investigated. Accordingly an interim solution is proposed which aligns with future aspirations, including the removal of much of the on street parking with in the square.

1.3. Structure

The remainder of this report is structured as follows:

- **Chapter 2 – Consultation Process:** outlines the consultation programme, the different approaches to engagement and the consultation material produced;
- **Chapter 3 – Consultation Response:** presents the overall response to the consultation including the numbers of responses received and the socio-demographic profile of respondents;
- **Chapter 4 – Consultation Feedback:** presents the overall response, covering the need to invest in improvements for cycling and walking and overall support for the scheme;
- **Chapter 5-13:** summarise the responses from the online questionnaire and the key points raised for each section of the route;
- **Chapter 14:** summarises the responses received from the leaflet questionnaire;
- **Chapter 15:** presents all other responses received including stakeholder responses, letters and emails received during the consultation period;
- **Chapter 16 – Summary and Next Steps:** summarises the key findings from consultation process and outlines what will happen next.

2. Consultation Process

2.1. Overview

This section sets out the consultation process undertaken to collect the views on the Roseburn to Leith Walk scheme route.

2.2. Approach

2.2.1. Aim of the Process

To gain an understanding of public and stakeholder views of the proposed scheme, CEC and Atkins carried out a consultation exercise over an eleven-week period between Monday 16th November 2015 and Monday 1st February 2016. The purpose of this consultation was to understand local views on each section of the scheme route, which would be used to help decide on any changes to be made to the preferred design.

2.2.2. Communication

Our aim was to consult as widely as possible on the options and to provide those with an interest in the scheme with sufficient detail to form a view. Atkins worked in tandem with CEC to communicate with the general public and stakeholders through the following channels:

- Consultation leaflet – designed to raise awareness of the scheme and the consultation process. The leaflet provided a summary of the scheme, signposted people to the website and provided details of the upcoming public exhibitions. Three different versions of the leaflet were produced so that it was tailored to the area it was being distributed to (discussed later within this section)
- CEC's website – <https://consultationhub.edinburgh.gov.uk/sfc/roseburntoleith>
- Public exhibitions
- Posters to promote the upcoming exhibitions
- Stakeholder workshops
- Online questionnaire
- Social media – CEC's Facebook, Twitter pages
- Cycling Project Consultation Email – cyclingprojects.consultation@edinburgh.gov.uk

2.2.3. Consultation Process

There were six main channels for stakeholders/general public to provide their feedback:

- Completing the **online questionnaire**;
- Completing the questions on a **leaflet**;
- Attending one of the **public exhibitions**;
- Submitting a **stakeholder letter**;
- Making comments via the **project email address** or providing comments on **Facebook**.

2.2.3.1. Online Questionnaire

An online questionnaire was produced to allow the public and stakeholders to provide their views of the improvements to be made as part of the scheme. The survey opened on the 16th November 2015 and closed on the 1st February 2016. A copy of the online questionnaire can be found in **Appendix C**.

The short survey asked respondents to give their level of support for the scheme as a whole, and for each of the nine sections. Respondents were also invited to provide comments on specific parts of the proposals and/or the scheme as a whole.

The survey was publicised through CEC’s website and on the posters for the drop in sessions. A link to the survey was also included on the leaflets, which were distributed to households and businesses in areas close to the proposed route.

A total of 2,247 responses to the online questionnaire were received and the results are displayed in the following sections of this report.

2.2.3.2. Leaflets

An A3 (folded) public consultation leaflet was produced which provided details of the scheme measures, including an annotated plan of the proposals. The leaflet included a short freepost questionnaire to determine the level of support for the scheme and to capture any comments the respondent may have. The leaflet also provided details of the upcoming public exhibitions and a link to CEC’s scheme website where more detailed information and the online questionnaire could be found. Different versions of the leaflet were prepared for each area, to make them relevant to that section of the scheme. Copies of the leaflets can be found in **Appendix D**.

This leaflet was distributed to residential and business properties within the following three areas:

- Roseburn to West Coates (Areas 1 and 2³ – approximately 2,200 leaflets distributed);
- Haymarket and West End (Area 3 to 6 – approximately 4,200 leaflets distributed); and
- Charlotte Square and East End (Areas 8 and 9 – approximately 2,450 leaflets distributed).

These areas are displayed on **Figures 2-1** and **2-2**.

Figure 2-1 Leaflet Distribution: Roseburn and Haymarket

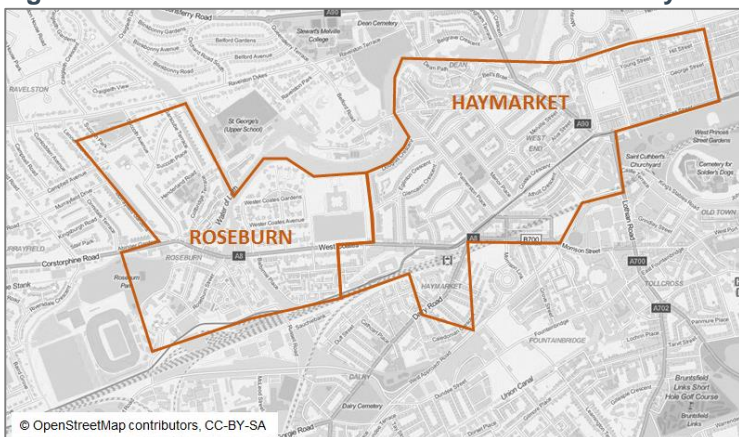
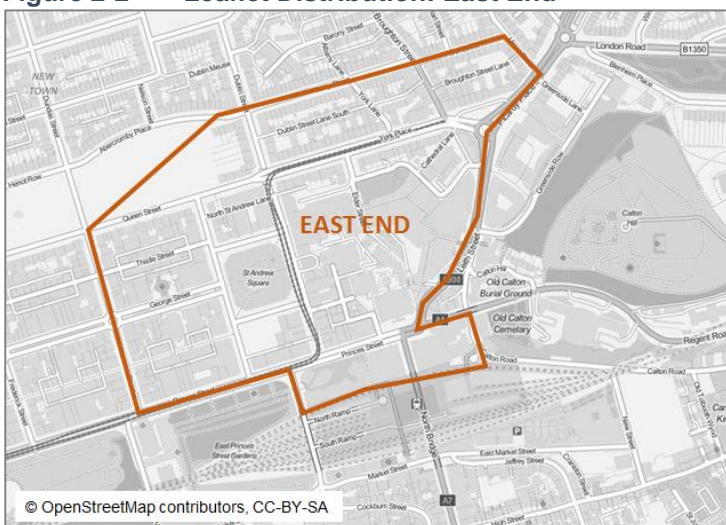


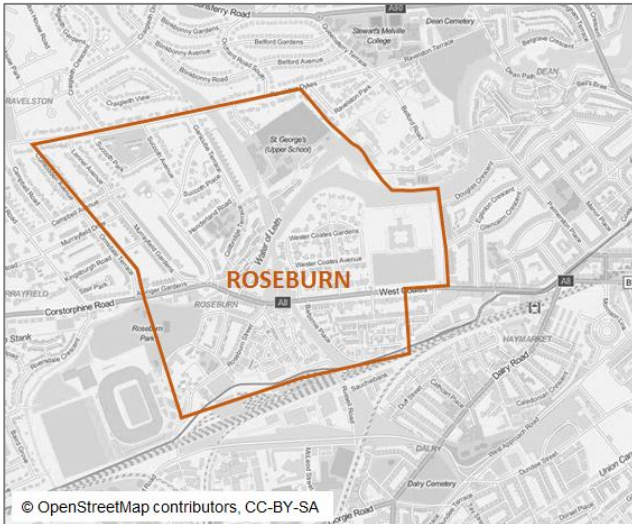
Figure 2-2 Leaflet Distribution: East End



³ The areas stated here relate to those set out in Section 1. Area 1: Roseburn Terrace, Area 2: West Coates, Area 3: Haymarket Terrace, Area 4: Palmerston Place Area, Area 5: Melville Street, Area 6: Walker Street to Rutland Square, Area 7: Queensferry Street to Charlotte Square, Area 8: St. Andrews Square to York Place, Area 9: St. Andrews Square to Princes Street.

Unfortunately, due to an issue with the distribution company, it was found that there had been poor delivery of the leaflets in the Roseburn area and as a result, some households and businesses had not received the leaflet. It was also suggested that the coverage of the leaflet distribution in the Roseburn area was not wide enough. As a result an additional drop in session was scheduled, a revised leaflet was prepared and distributed. Initially, the consultation period was due to end on the 4th January 2016, however this was extended to the 1st February 2016 to capture any additional responses from the extra leaflets distributed. The revised Roseburn area is displayed in **Figure 2-3**. Approximately 2,750 leaflets were distributed in this area.

Figure 2-3 Revised Leaflet Distribution: Roseburn



In total, 118 leaflet responses were received and the results to this are presented in the following sections.

2.2.3.3. Public Exhibitions

During November and December 2015, three drop-in sessions and two presentations/Q&A sessions were held, as follows:

- 26 November Drop in Session Murrayfield Parish Church
- 1 December Presentation / Q&A West End Community Council
- 1 December Presentation / Q&A Murrayfield Community Council
- 2 December Drop in Session Haymarket Station
- 8 December Drop in Session St Andrews & St Georges Church

An additional drop-in session was held in January 2016 due to some households and businesses in the Roseburn area not receiving a leaflet:

- 18 January Additional Drop in Session Roseburn Primary School



Residents and businesses were made aware of these sessions through the leaflets which were distributed to households and businesses along the route. Adverts were placed on information panels at bus stops and bus shelters and on street (both on the route and on streets in the surrounding area).

At the question and answer sessions, CEC and Atkins staff spoke to attendees and sought to answer questions and allay any concerns. At all of the public exhibitions, panels were prepared which explained the proposed scheme detail, which can be viewed in **Appendix E**. Attendees were encouraged to complete the online questionnaire (or failing that, the paper version).

2.2.3.4. Consultation Hub, Email and Facebook

The 'Consultation Hub'⁴ was set up on the CEC's website to provide the public and stakeholders with further information on the proposals. More specifically, the Consultation Hub provided the following:

- An overview of the project;

⁴ <https://consultationhub.edinburgh.gov.uk/sfc/roseburntoleith>

- Nine drawings showing the proposals;
- A text description of the main features of the project (broken down to match the drawings);
- Copies of consultation leaflets; and
- Access to an online questionnaire, which the public were invited to complete.

In total, 149 emails and 235 letters were received from members of the public and the feedback is analysed in the following sections.

2.2.3.5. Other Analysis

2.2.3.5.1. Stakeholder Workshops

Prior to this round of consultation, workshops were held in March 2015 with stakeholders in Roseburn and Haymarket. The purpose of these workshops was to help the team understand the aspirations of local residents and businesses, as well as other stakeholders, to identify constraints and opportunities and to review the scheme objectives.

Two workshops were held. Although a wide range of stakeholders were invited, attendees were primarily from Community Council and cycling / walking groups.

The workshops provided the attendees with an overview of the scheme purpose and scheme objectives, along with the opportunity to provide feedback on the proposals.

A summary of the key outcomes emerging from these workshops is included within **Appendix F**. As these workshops were held in early 2015 and focused upon earlier draft plans and designs, analysis of the feedback received has not been included in the main body of this report.

The views of stakeholders have instead been captured through the online questionnaire, leaflet questionnaires and through the website. Stakeholders have also been invited to send a letter with their feedback on the proposals, 20 such submissions were received.

2.3. Approach to Analysis

All online survey responses received were automatically populated into a database. The hard copy (leaflet) response forms were manually entered into a database. All other responses received (i.e. by letter, email, Facebook etc.) have been analysed and categorised by theme to capture the main points received. These comments were also classified by whether the respondent was in support of or opposed to the overall scheme.

All comments made were categorised by topic (a full list of the categories used is included in the glossary in Appendix B). Some respondents raised questions or had suggestions relating to the proposals. These questions, along with other key themes are addressed in a 'you said, we did' section which can be found in supplementary document.

3. Consultation Response

3.1. Number of Responses

The general public and stakeholders were invited to provide comments and state their level of support for the Roseburn to Leith Walk Cycle scheme proposals. **Table 3-1** provides a summary of the number of responses received from the various methods of consultation.

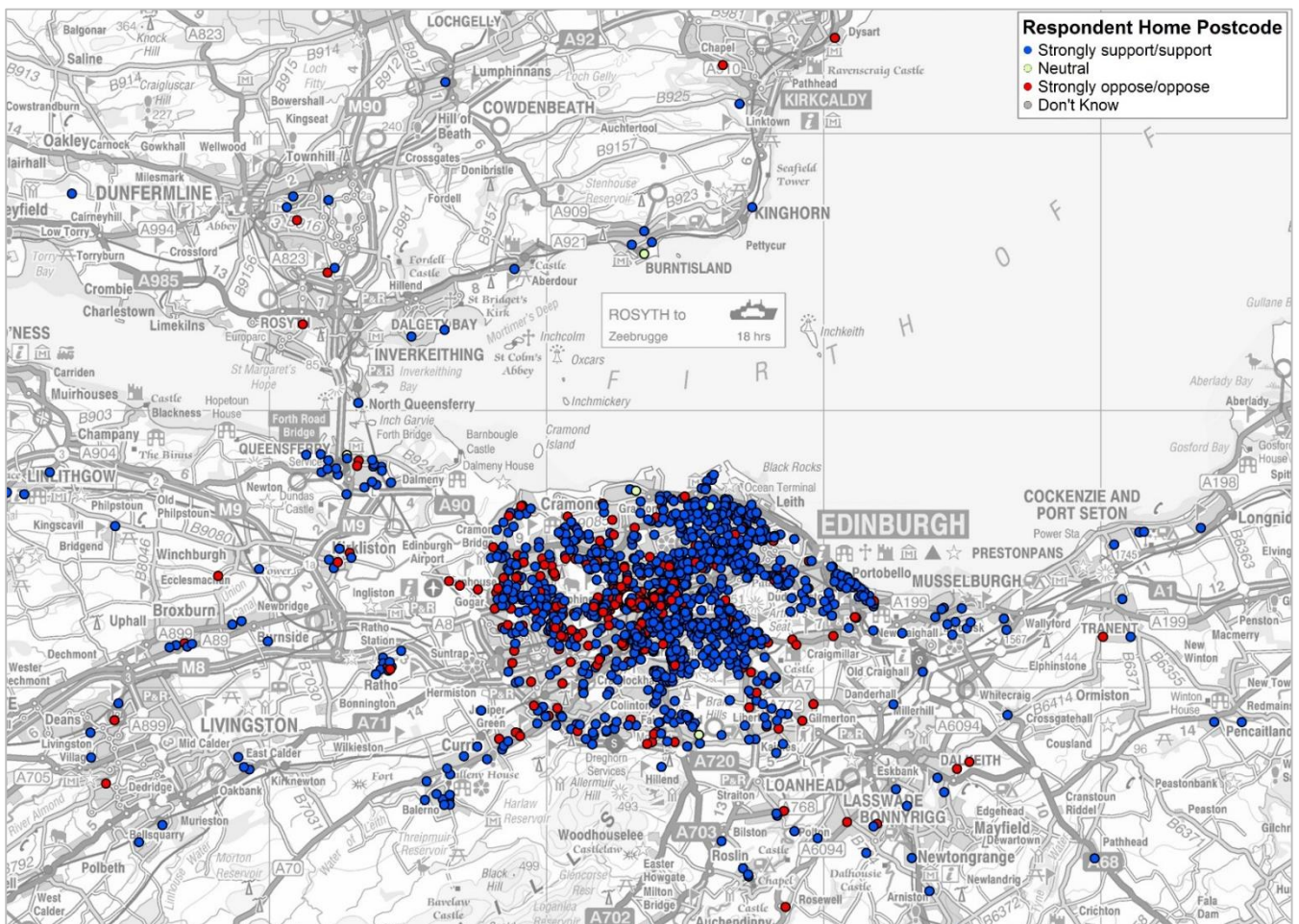
Table 3-1 Responses Received

	Online Questionnaire	Leaflet Questionnaire	Stakeholders	Emails	Letters	Other e.g. Facebook	Total Responses
Number of responses	2,247	118	21	149	235	1	2,771

3.2. Online Questionnaire / Leaflet – Distribution of Responses

Respondents that completed the online questionnaire and the survey included on the distributed leaflets were asked to provide their home postcode. There were 2,119 responses that included a postcode and these have been plotted to show the distribution of responses by level of support for the overall scheme proposals. **Figure 3-1** provides the overall distribution of respondents which shows that most of the responses were received from those living within the City of Edinburgh boundary but also from further afield

Figure 3-1 Online Questionnaire / Leaflet Respondents – Distribution of Responses

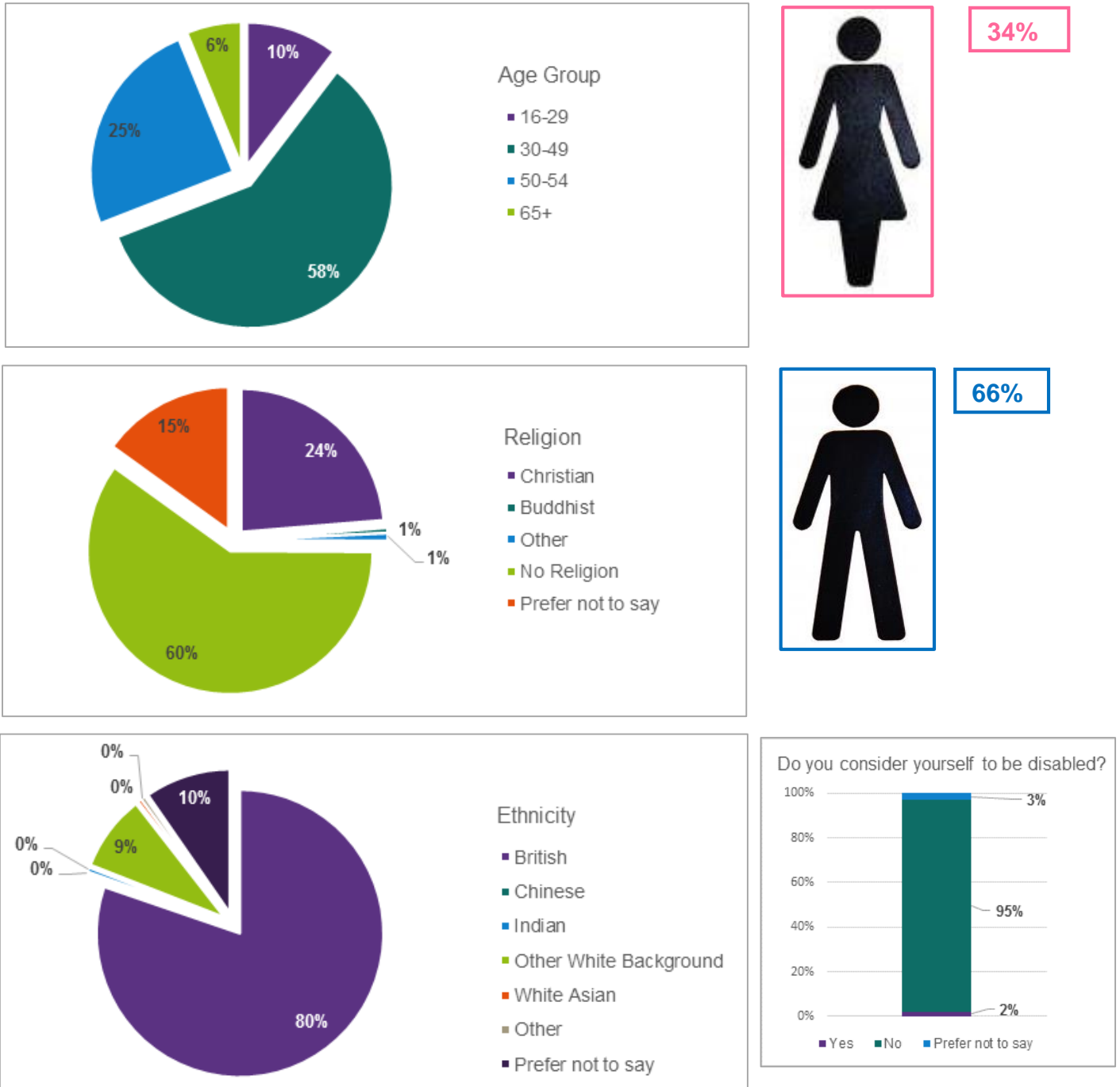


3.3. Socio-demographic / Travel Characteristics (Online Questionnaire)

Respondents completing the online questionnaire were asked to provide some information about themselves; these questions included age, gender, ethnicity, religion and whether they had a disability.

Figure 3-2 illustrates the results and shows that of the 2,168 respondents that chose to disclose their gender, 66% are male and 34% are female. There appears to be a reasonable spread of respondents across the age groups, with the 30-49 group making up over half (58%) of total respondents. In total, 2% of the respondents considered themselves to have a disability.

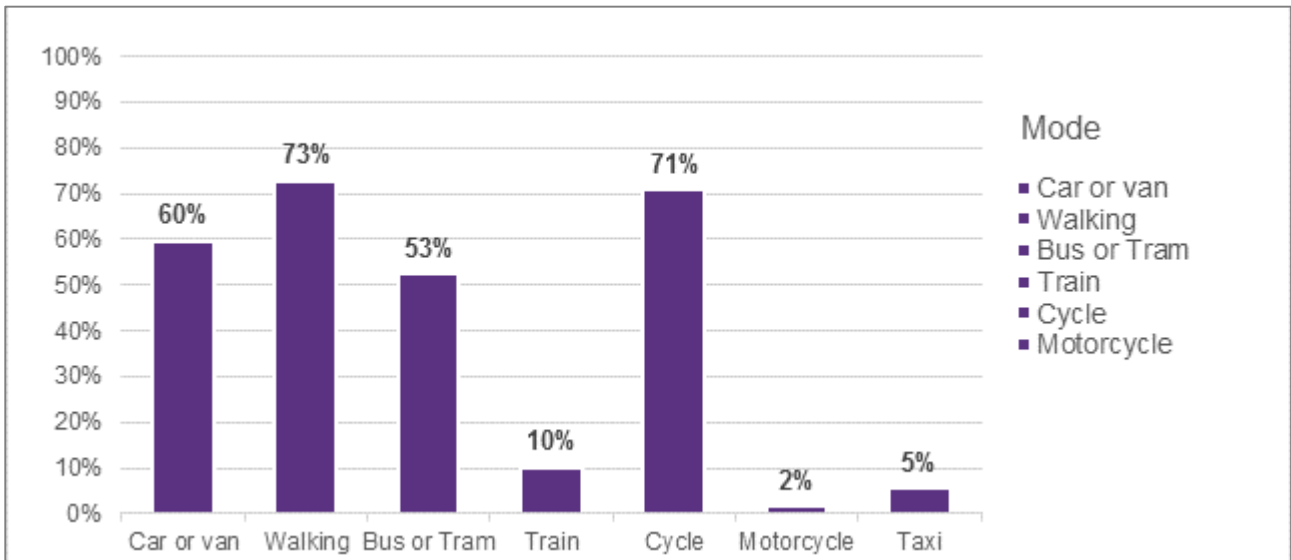
Figure 3-2 Online Survey Respondents – Demographics



In addition, respondents were also asked to state which modes of transport they use at least once a week. The results to this question are displayed in **Figure 3-3**. It is important to note that respondents were permitted to select all the modes that they currently use.

The results show that a high proportion of respondents currently walk and/or cycle at least once a week, with 73% and 71% selecting these options respectively. Furthermore, 60% of respondents use a car or van at least once a week, while 53% travel by bus or tram and 10% travel by train. Taxi and motorcycle were shown to be used less regularly than the other modes.

Figure 3-3 Online Survey Respondents – Modes of Travel Used at least Once a Week

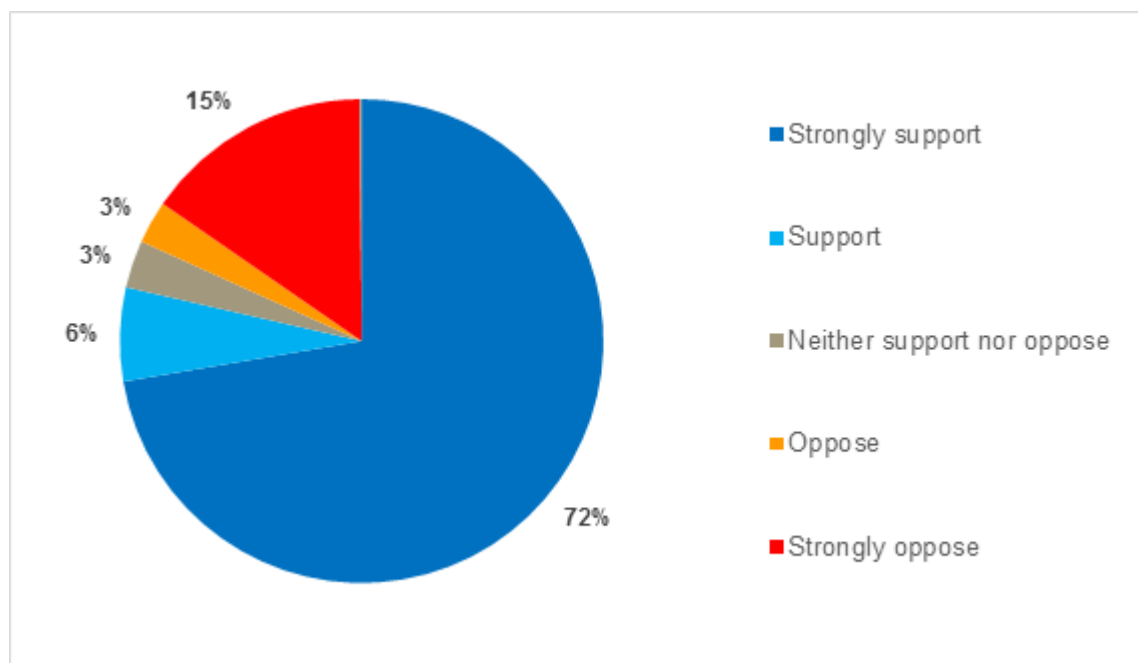


4. Consultation Feedback: Overall

4.1. Need to Invest

One of the aims of the consultation process was to determine whether the general public consider there to be a need to invest in walking and cycling improvements between Roseburn and Leith Walk. The online questionnaire asked respondents to what extent they agreed or disagreed there was a need to invest in walking and cycling improvements between Roseburn and Leith Walk-North Bridge.

Figure 4-1 To what extent do you agree or disagree that there is a need to invest in walking and cycling improvements between Roseburn and Leith Walk-North Bridge?



Base: 2,236 that provided a response to this question (from online questionnaire)

Of the 2,236 respondents that provided a response to this question, 1,757 respondents (78%) strongly support/support the need to invest in walking and cycling improvements between Roseburn and Leith Walk-North Bridge. Strongly opposing the scheme were 15% of respondents. Reasons for levels of support / opposition are discussed within the subsequent chapters of this report.

4.2. Overall Support for Proposals

Taking into account all methods of consultation, the overall support / opposition for the scheme has been gathered. For the purposes of being able to compare overall support across the methods of consultation, only responses which state support/opposition have been included (it does not include respondents who answered neither/don't know in the leaflet/online questionnaire, or raised questions by email, for example).

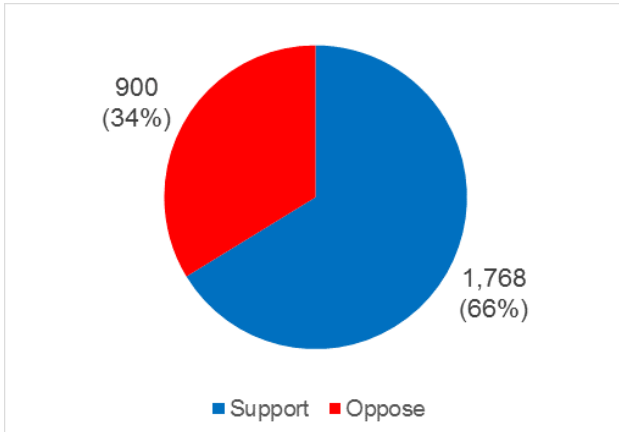
Table 4-1 summarises the level of support/opposition by method of consultation, while **Figure 4-1** shows the overall results. This demonstrates that overall, 1,768 (66%) are in support of the scheme while 900 (34%) are in opposition. Support was highest from respondents completing the online questionnaire, while all letters received were in opposition to the plans.

Table 4-1 Support/Opposition to the Proposals by Consultation Method

No.	Online Questionnaire	Leaflet Questionnaire	Stakeholders	Emails	Letters	Other e.g. Facebook	Total Responses
Support	1,689	32	9	38	0	0	1,768 (66%)
Oppose	523	68	5	68	235	1	900 (34%)

Base: Total of 2,668 respondents across all methods of consultation where support or opposition was stated.

Figure 4-2 Support/Opposition to the Proposals across all Consultation Methods

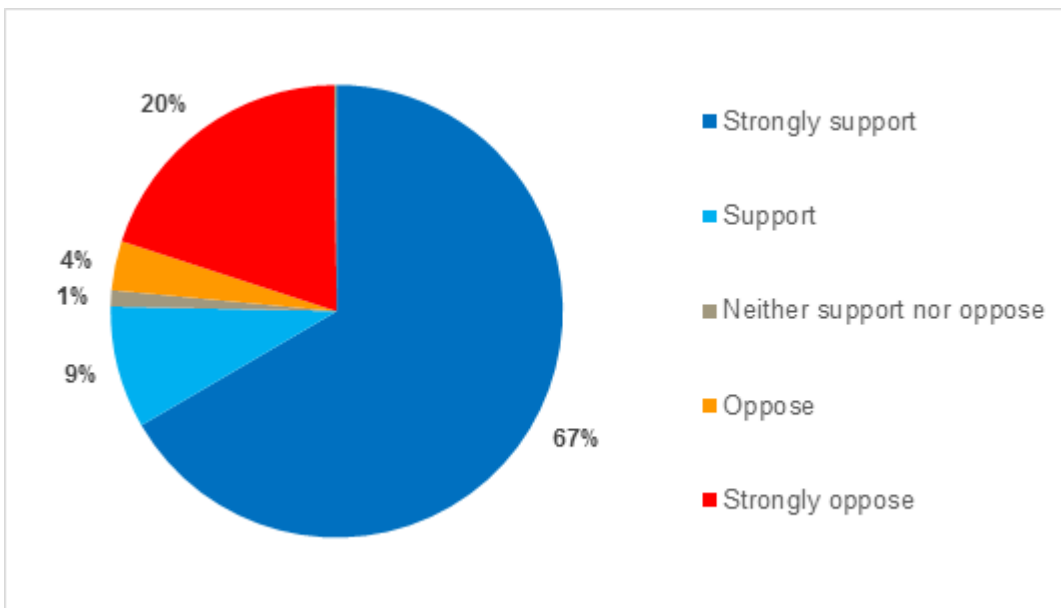


Base: 2,668 respondents across all consultation methods that support/oppose the scheme

Respondents completing the online questionnaire were asked to state their level of support for the proposals, which included the options of strongly support, support, neither, oppose, strongly oppose and don't know.

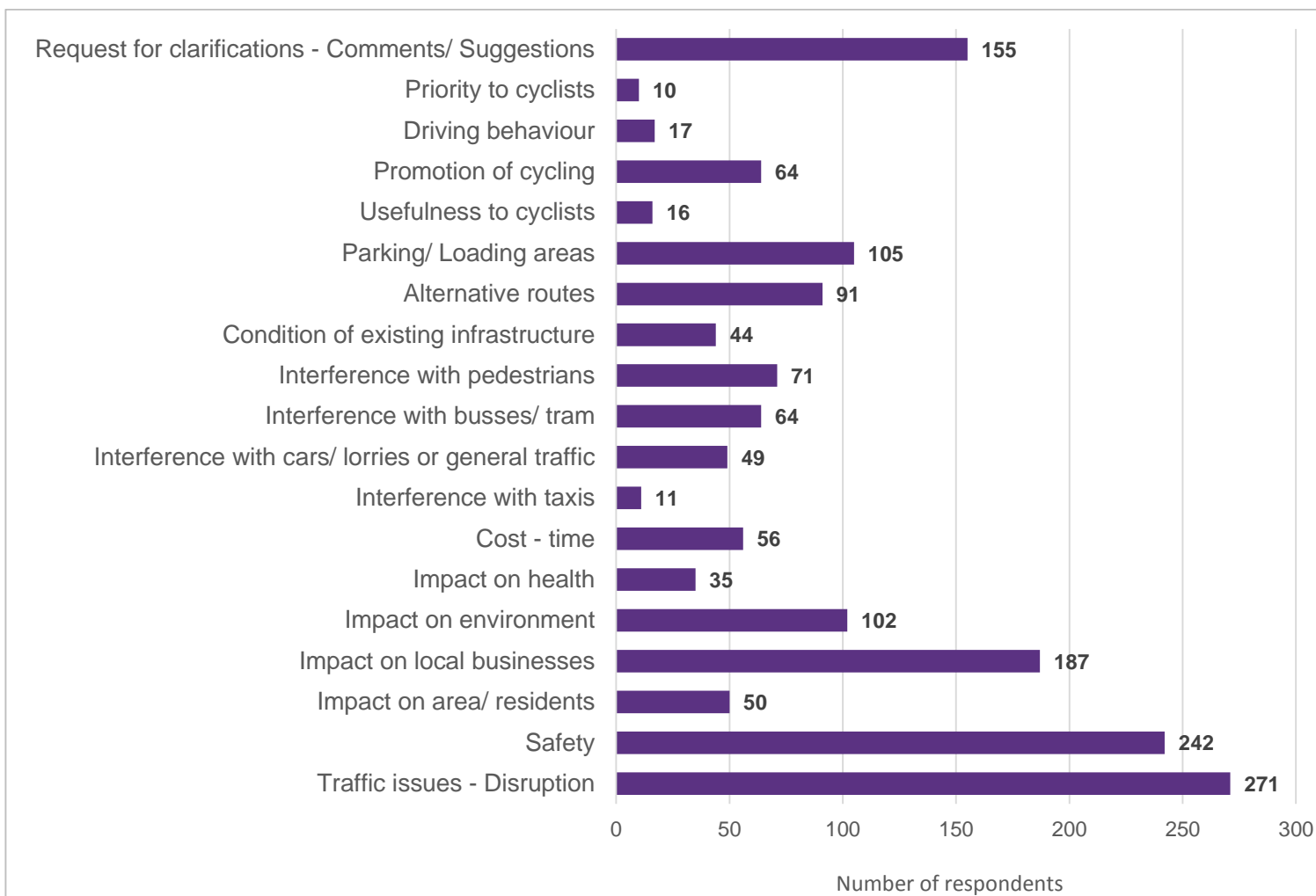
The level of support is relatively high, with 76% of respondents supporting the scheme proposals to some extent many of them (67%) strongly supporting the scheme. That said, a fifth of respondents (20%) stated that they strongly oppose the scheme.

Figure 4-3 To what extent do you support or oppose the Roseburn to Leith Walk and North Bridge cycle route proposals?



Base: 2,242 that provided a response to this question (from online questionnaire)

Figure 5-2 Comments relating to level of support for the proposals surrounding the Roseburn Area



Base: 736 respondents that provided further comments. Note that some respondents made comments which fell into more than one category. A subjective description of each of the categories listed is included within Appendix B.

The key points raised relating to Roseburn Terrace are as follows:

Traffic Issues – Disruption

- There were concerns that road closures will lead to additional congestion through this area, which many respondents felt was already an issue.
- Similarly, some respondents felt that the narrowing of the road might also contribute to existing congestion problems within this area.
- Some comments were made stating that they felt the money would be better spent on improving the roads – resurfacing, removing potholes etc.

“This is already an extremely busy area with heavy traffic from cars, buses, HGVs etc. It is also a shopping area. Reducing traffic lanes would be a seriously bad mistake and just lead to even more congestion and environmental damage.”

Safety

- Many felt that the proposals would lead to increased safety for cyclists in the area – *“I think any development that would making cycling easier and safer is to be encouraged, both for those already using cycling as a mode of transport, and as an encouragement and peace of mind for those considering cycling around the City”*

Impact on Local Businesses

- Some respondents were concerned that the plans would have a negative impact on local trade due to loss of parking – *“This will severely disrupt parking and therefore access to local shops and businesses.”*
- Conversely, an equal proportion of respondents appeared to be in disagreement, as they felt the improved conditions for walking and cycling would actually encourage people to use local shops and services.

“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.”

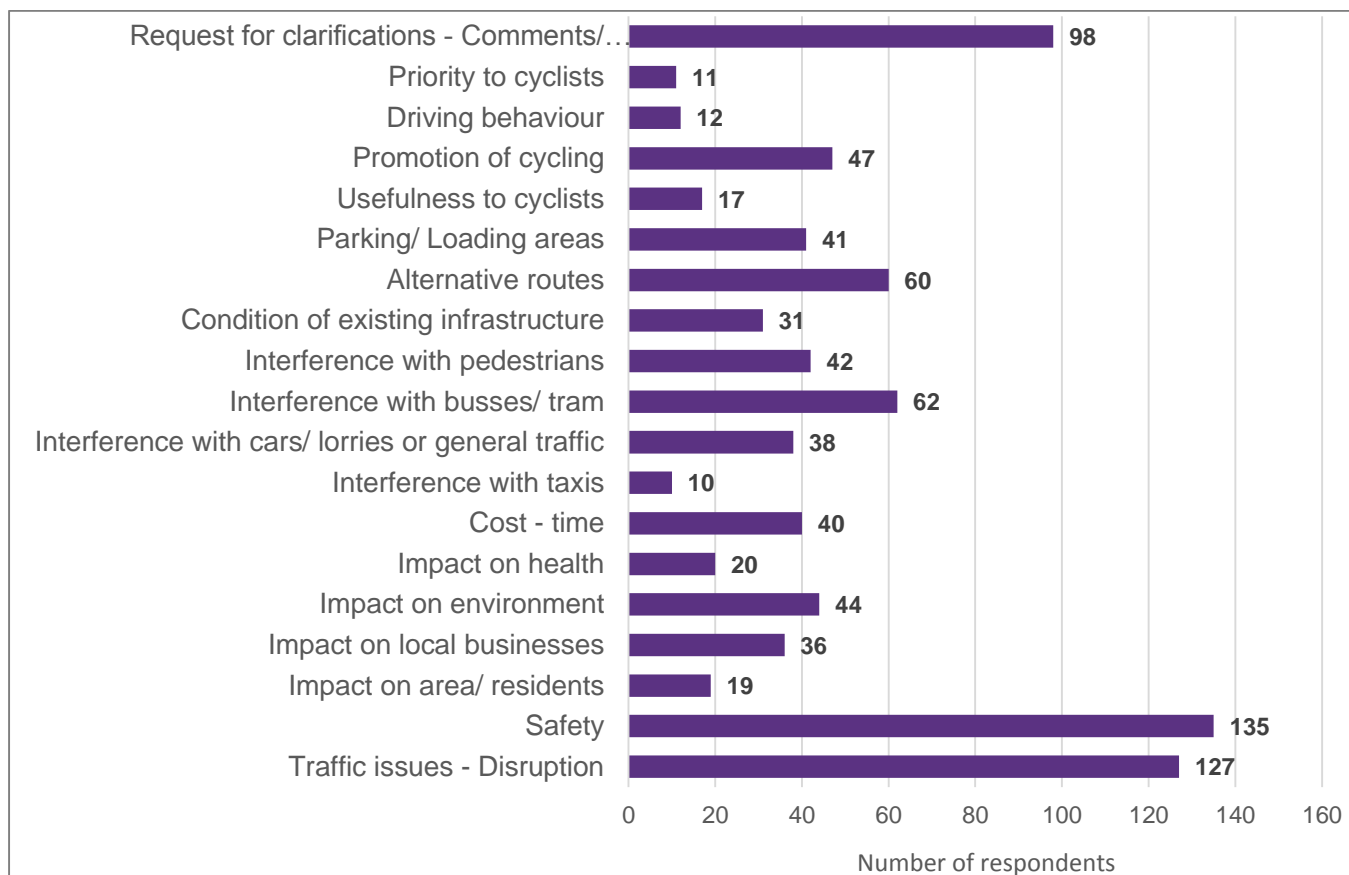
Request for clarifications – comments / suggestions

- Crossing at the end of Murrayfield Avenue – some respondents suggested that there should also be a facility for crossing at the junction of Murrayfield Avenue and Roseburn Terrace.
- There were also comments to ensure that cycle paths would be segregated from the main flow of traffic to encourage their use – *“Segregation is key. Smooth road surfaces and ease of junction handling is also key to get people to use the route.”*

Other key points

- There are concerns that the removal of parking and drop off points will affect trade and also access to some properties – *“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.”*
- There are mixed views as to whether the scheme will have a beneficial or adverse impact on the local environment.

Figure 6-2 Comments relating to level of support for the proposals along West Coates



Base: 438 respondents that provided further comments. Note that some respondents made comments which fell into more than one category.

The key points raised relating to West Coates are as follows:

Safety

- Many felt that the proposals would lead to increased safety for cyclists in the area, particularly as a result of the segregated cycle routes.

“This is a busy traffic area and key commuting route – I strongly support getting good safe cycling provision in this area.”

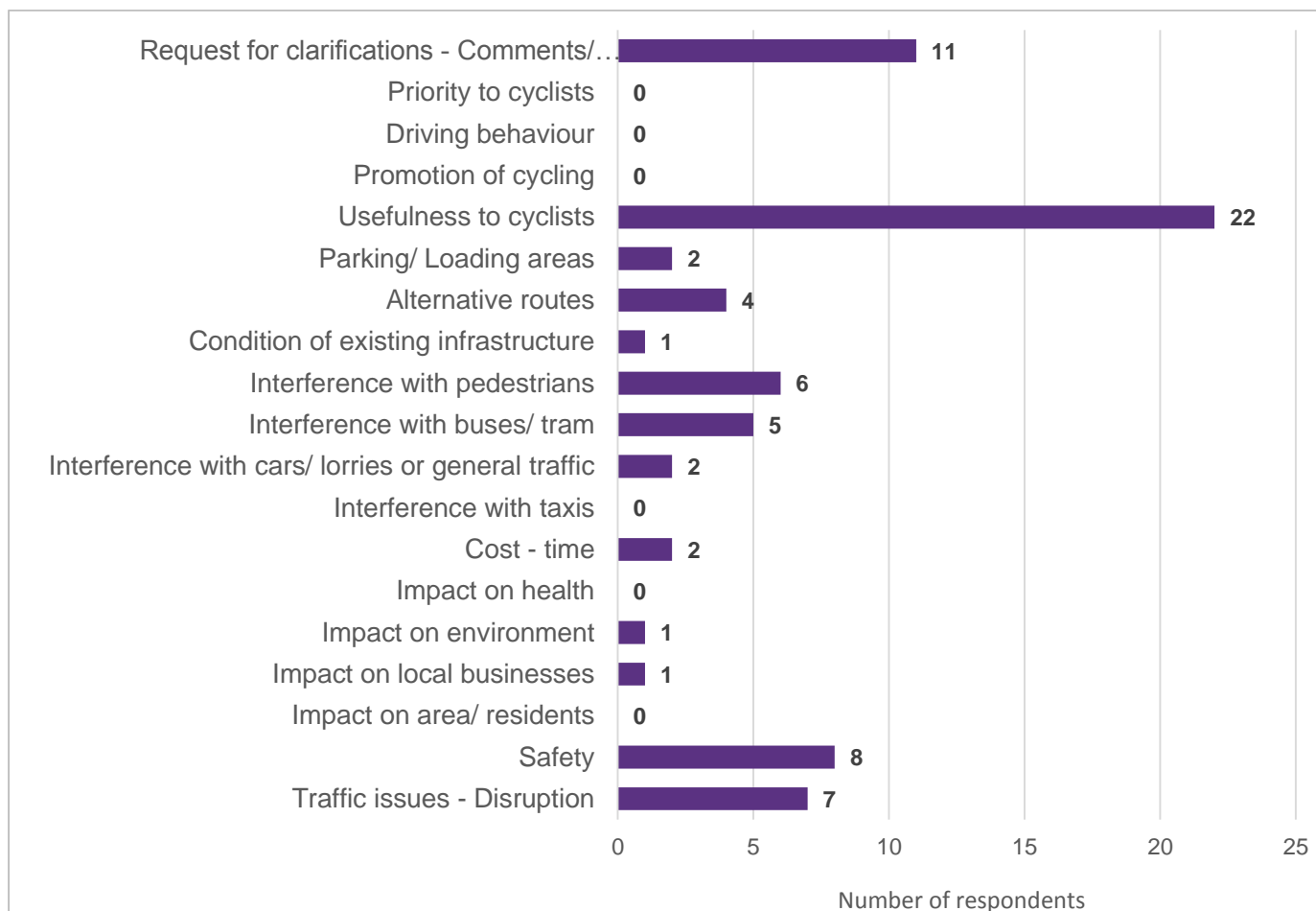
Traffic Issues – disruption

- There were a number of comments from respondents who felt that the proposals would successfully reduce congestion and traffic in the local area – *“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 have improve community cohesion and be a boost to small businesses.”*
- Conversely, some respondents were concerned about the removal of the bus lane / removal of traffic lane – *“I think that narrowing one of the few major arterial routes into Edinburgh to a single lane in which the traffic will be furthered delayed by the right hand turn to Russell Road is utter madness.”*
- Some respondents also made comments that they want the cycle route to go past Balbirnie instead – *“I fully support the National Cycle Route 1 (Balbirnie Place) suggestion. This is a quiet area and will take the cyclists safely off the main road and enable them to link to the old railway line (cycle track) to Leith - the Council's ultimate destination.”*

Request for clarifications – comments / suggestions

- A number of respondents were confused about what ‘Copenhagen style’ junctions were and wanted further information on how these work – *“What exactly is a ‘Copenhagen’ junction and how does it work; this must be made clear for everyone to make comment, especially for those with visual impairment?”*

Figure 7-2 Comments relating to level of support for the proposals in the Haymarket Terrace area



Base: 513 respondents that provided further comments. Note that some respondents made comments which fell into more than one category.

The key points raised relating to the Haymarket Terrace area are as follows:

Safety

- Many of the comments were received from respondents who felt that the amendments in this area would have a beneficial impact on safety for pedestrians and cyclists. Views were expressed that the local area feels unsafe to cycle in at present due to traffic flow and it was felt the scheme would improve local safety – *“This looks to improve pedestrian access substantially - really needed changes, given the high number of pedestrians in that area. This is a really dangerous area at present for cyclists and these proposals look to improve the area greatly.”*
- However, there were some concerns that the amendments did not go far enough to manage confliction between the tramlines and cyclists – *“I would have expected some better improvements for dealing with the tram lines outside Haymarket station. The tram tracks outside Haymarket Station have proven to be dangerous for cyclists, and this risk must be lessened.”*

“The tram tracks outside Haymarket Station have proven to be dangerous for cyclists, and this risk must be lessened.”

Requests for clarifications – Comments / Suggestions

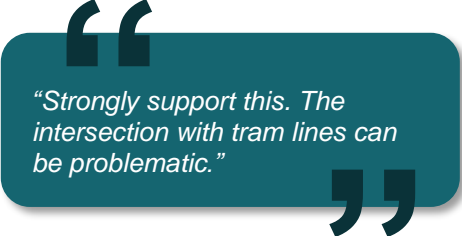
- Again, many respondents commented that they felt the amendments did not do enough to manage the tramlines – *“I am concerned that the notorious crossing of the tram tracks outside Haymarket station has not been addressed and the proposed solution looks confusing.”*

Traffic issues – disruption

- As with the Roseburn section of the route, some respondents were concerned that the proposals would have a negative impact on traffic flow and congestion in the area. There were comments from some respondents who considered congestion to be an issue at present and feared the scheme would make it worse – *“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.”*

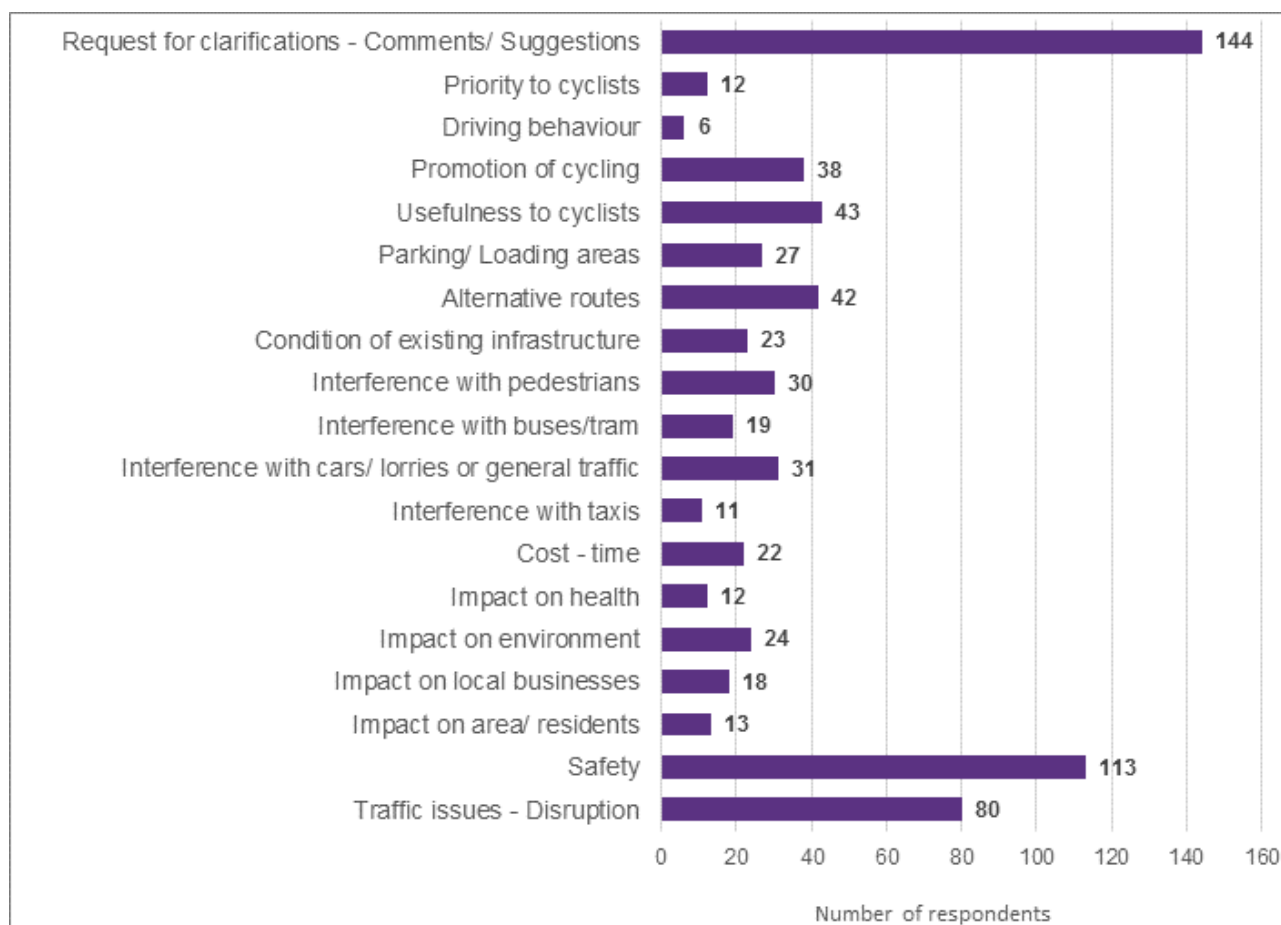
Interference with buses/tram

- There were many comments from respondents who felt the tram tracks were currently dangerous for cyclists to negotiate. The amendments to address this were welcomed, although a proportion of comments were from respondents who felt the measures did not go far enough to address this issue.



“Strongly support this. The intersection with tram lines can be problematic.”

Figure 8-2 Comments relating to level of support for the proposals in the Palmerston Place area



Base: 708 respondents that provided further comments. Note that some respondents made comments which fell into more than one category.

The key points raised relating to the Palmerston Place section of the route are as follows:

Requests for clarifications – Comments / suggestions

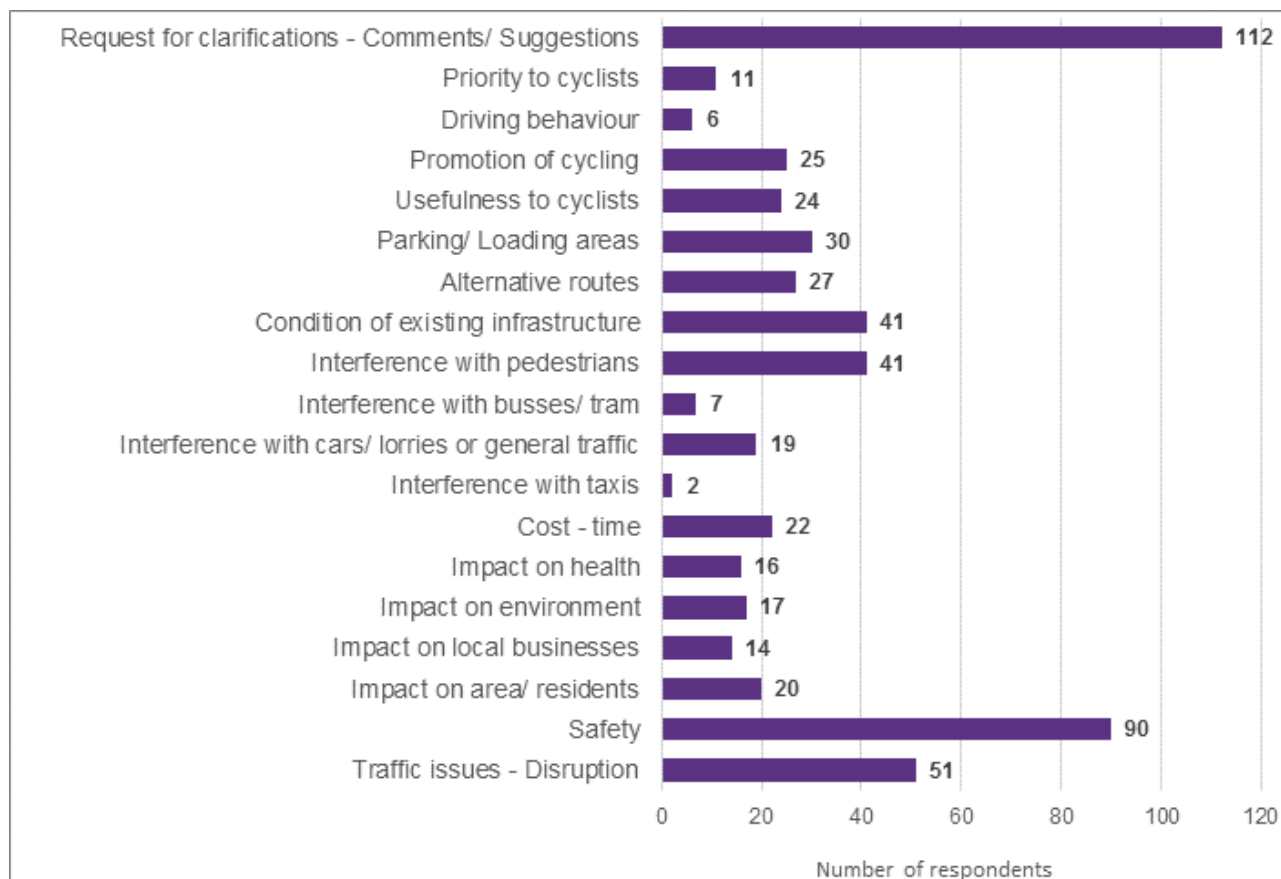
- Concerns from some respondents that an indirect route is being taken to the West End and would have preferred the route to go down Shandwick Place – *“Why not just go along Shandwick place, this is a much more direct route. Many cyclists will just not use a route that diverts so much from a straight line.”*
- Some respondents commented that they would have preferred a segregated cycle route – *“I would prefer to see a fully segregated cycle route in one or both of the two crescents between Haymarket Terrace and Palmerston Place.”*

“I have some concerns about the winding nature of the cycle route here - a more direct route to the West End would be preferable”

Safety

- A good proportion of the comments received were from respondents who were generally happy with the proposals and felt that it would improve safety for pedestrians and cyclists – *“I commute (bicycle) every day on the main road from City Centre to Gogarburn. It is congested and often dangerous for cyclists. These proposals will make cyclists' journeys significantly safer.”*

Figure 9-2 Comments relating to level of support for the proposals in the Melville Street area



Base: 327 respondents that provided further comments. Note that some respondents made comments which fell into more than one category.

The key points raised relating to the Melville Street section of the route are as follows:

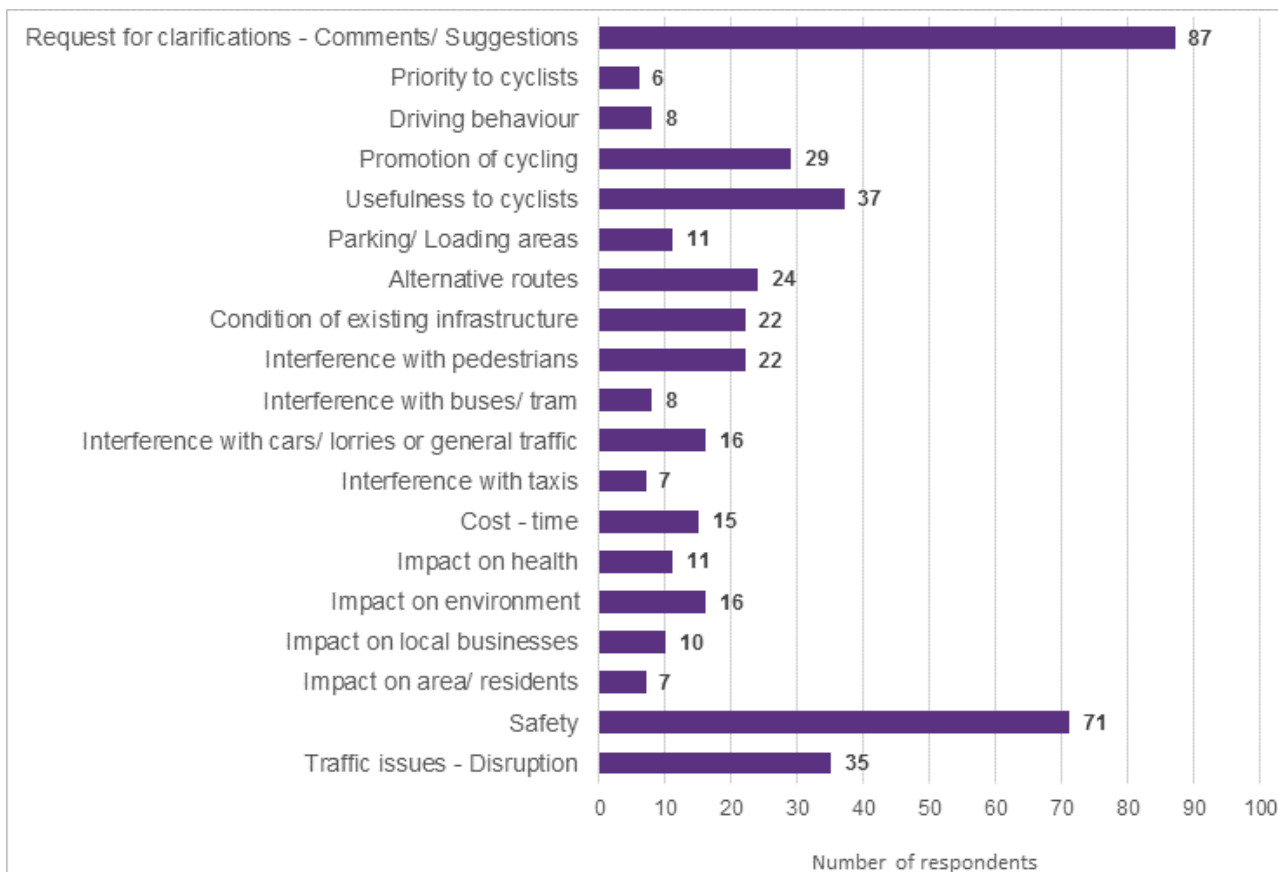
Requests for clarifications – Comments / suggestions

- Some respondents said they would have preferred the route to go down Shandwick Place. Some felt the proposed route is indirect – *“Disagree strongly with routing - route should use the now virtually deserted (traffic-wise) Shandwick Place.”*

Safety

- Generally, respondents were very positive about the proposals, particularly along Melville Street – *“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”.*

Figure 10-2 Comments relating to level of support for the proposals between Walker Street and Rutland Square



Base: 281 respondents that provided further comments. Note that some respondents made comments which fell into more than one category.

The key points raised relating to this section of the proposed route are as follows:

Requests for clarifications – Comments / Suggestions

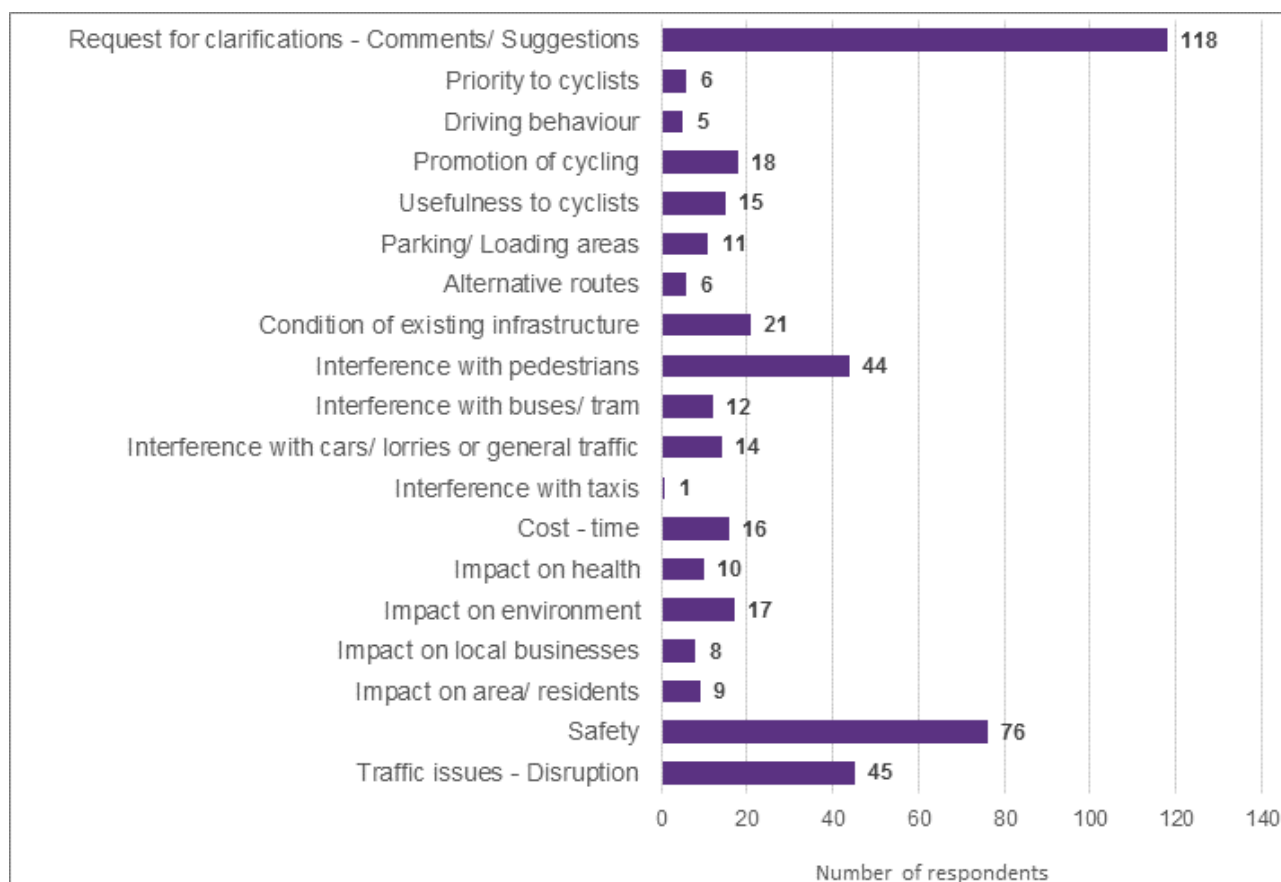
- Some respondents commented that they felt the route was not direct enough which would deter people from using it – *“Simply won’t use them - will continue to use main road rather than divert into side roads, footpath at the Cathedral where issues with pedestrian users, then weaving across multiple junctions and crossings. Cycling should be made safer on the direct routes.”*

“It’s all about whether we want our city to be a nicer place to live in, spend time out and about in, and move around in - the proposals are a welcome step to that end”

Safety

- Generally, respondents were very positive about the proposals as they felt it would have a beneficial impact on safety.
- Respondents were generally positive about the contraflow cycle facilities that are proposed – *“Essential that Canning St has contraflow cycling. It happens illegally anyway as it’s the safest way to get across Shandwick Place”.*

Figure 11-2 Comments relating to level of support for the proposals between Queensferry Street and Charlotte Square



Base: 314 respondents that provided further comments. Note that some respondents made comments which fell into more than one category.

The key points raised relating to the area between Queensferry Street and Charlotte Square are as follows:

Requests for clarifications – Comments / suggestions

- Requests were received from respondents who wanted any cobbles to be removed, particularly at Randolph Place / Randolph Lane – *“My main concern is surrounding the link from Melville Street to Randolph Lane before getting onto Charlotte Square. This is a very uneven street and not fun to cycle on at all. Will the cobbles be removed?”*
- Some respondents wanted further clarity on how the proposals will link to Lothian Road as they currently experienced issues in navigating this section.

Other points

- Respondents were generally pleased with the proposals for this section of the route – *“I love the idea of making Charlotte Square more people-friendly. It’s long overdue.”*

12. Consultation Feedback (Online Survey): St Andrews Square to York Place

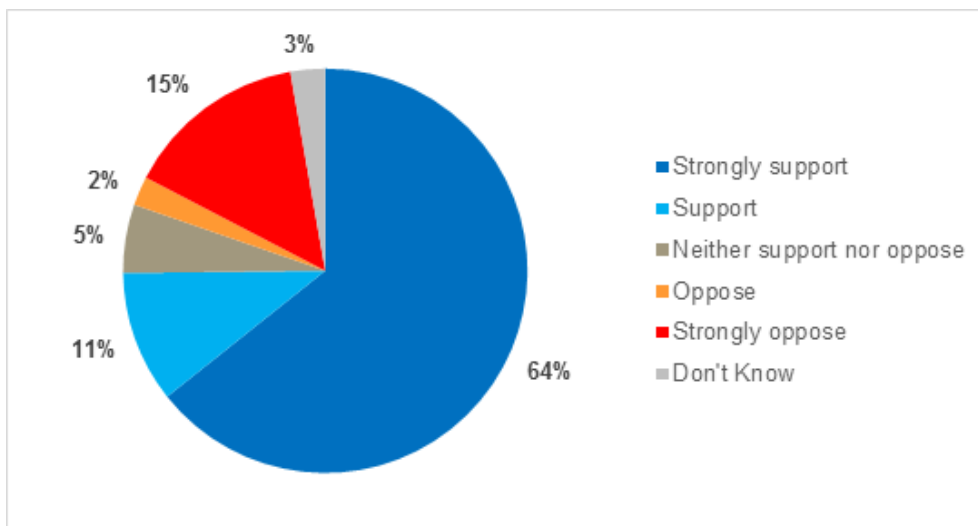
12.1. Introduction

Within this section, we assess the responses received from the online questionnaire relating to proposed amendments between St. Andrews Square and York Place. The proposals include a 2-way protected cycle track, junction amendments and a link from George Street.

12.2. Comments Received

In total, 2,193 respondents answered the question ‘to what extent do you support or oppose the proposals from St. Andrews Square towards Picardy Place via York Place’. The level of support for this section of the route is shown in **Figure 12-1** where it can be seen that overall, 75% support/strongly support the proposals. Conversely, 17% answered that they opposed/strongly opposed the plans for this area.

Figure 12-1 To what extent do you support or oppose the proposals between St. Andrews Square and York Place?

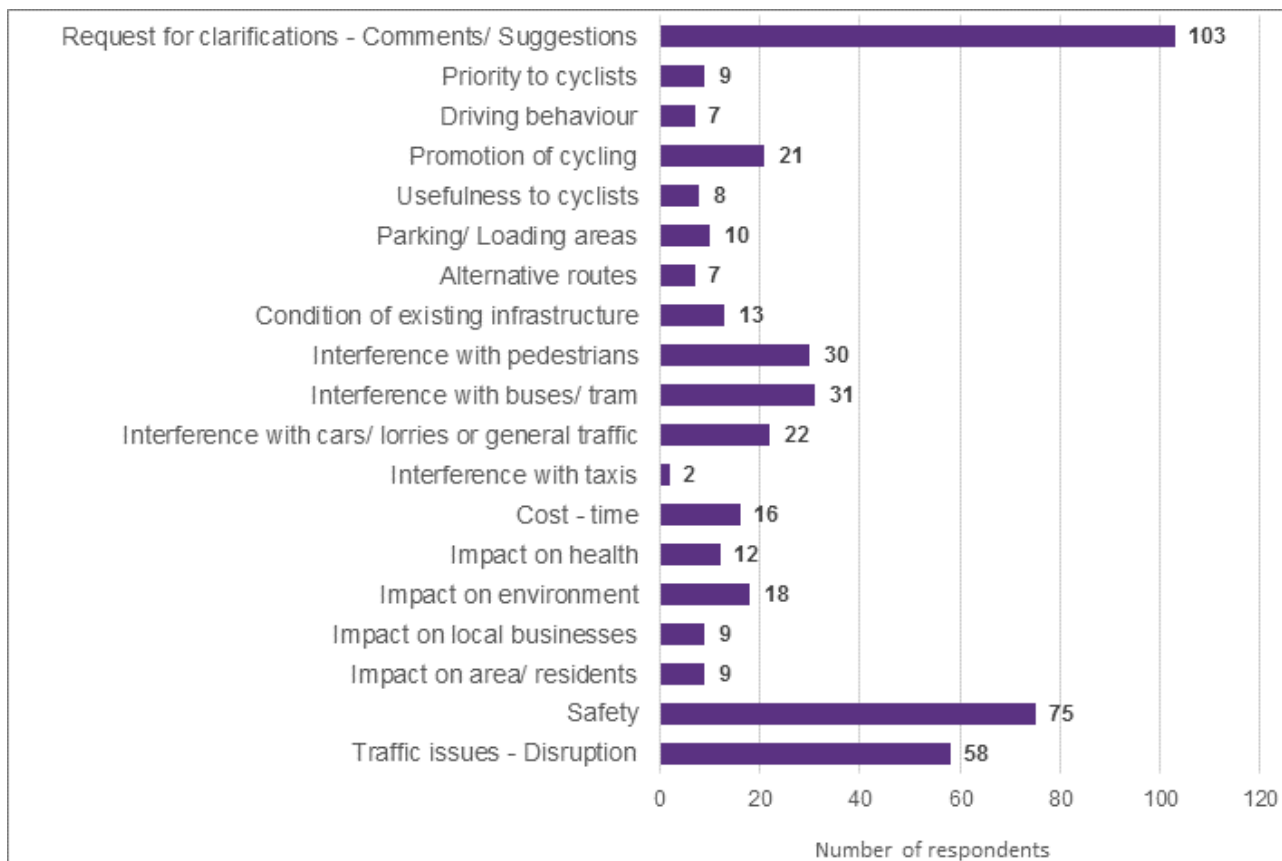


Base: 2,193 that provided a response to this question (from online questionnaire)

Respondents were asked if they would like to comment on their choice, to which 290 chose to do so. These comments have been analysed and grouped to determine what the key issues are relating to this section of the route. **Figure 12-2** shows the categorisation of the responses received and we can see that requests for clarifications (103 comments), safety (75) and traffic issues (58) are the most common themes.



Figure 12-2 Comments relating to level of support for the proposals between St. Andrews Square and York Place



Base: 290 respondents that provided further comments. Note that some respondents made comments which fell into more than one category.

The key points raised relating to the area between St. Andrews Square and York Place are as follows:

Requests for clarifications – Comments / Suggestion

- Although the comments received are mainly positive, the main concern appeared to be over the capacity of the staggered crossing at the junction of Elder Street/York Place. Some respondents had concerns that the central island would not be able to accommodate many bicycles. Other respondents felt that a single stage crossing would have been preferable – *“The two stage crossing of Elder Street will not be at all attractive to most cyclists. They ought to be able to cross in a single stage.”*

“The Elder Street junction doesn't look good - two stage crossing doesn't leave much room for cyclists - there will be a lot more than the 3 or 4 that would fit on the traffic island at rush hour.”

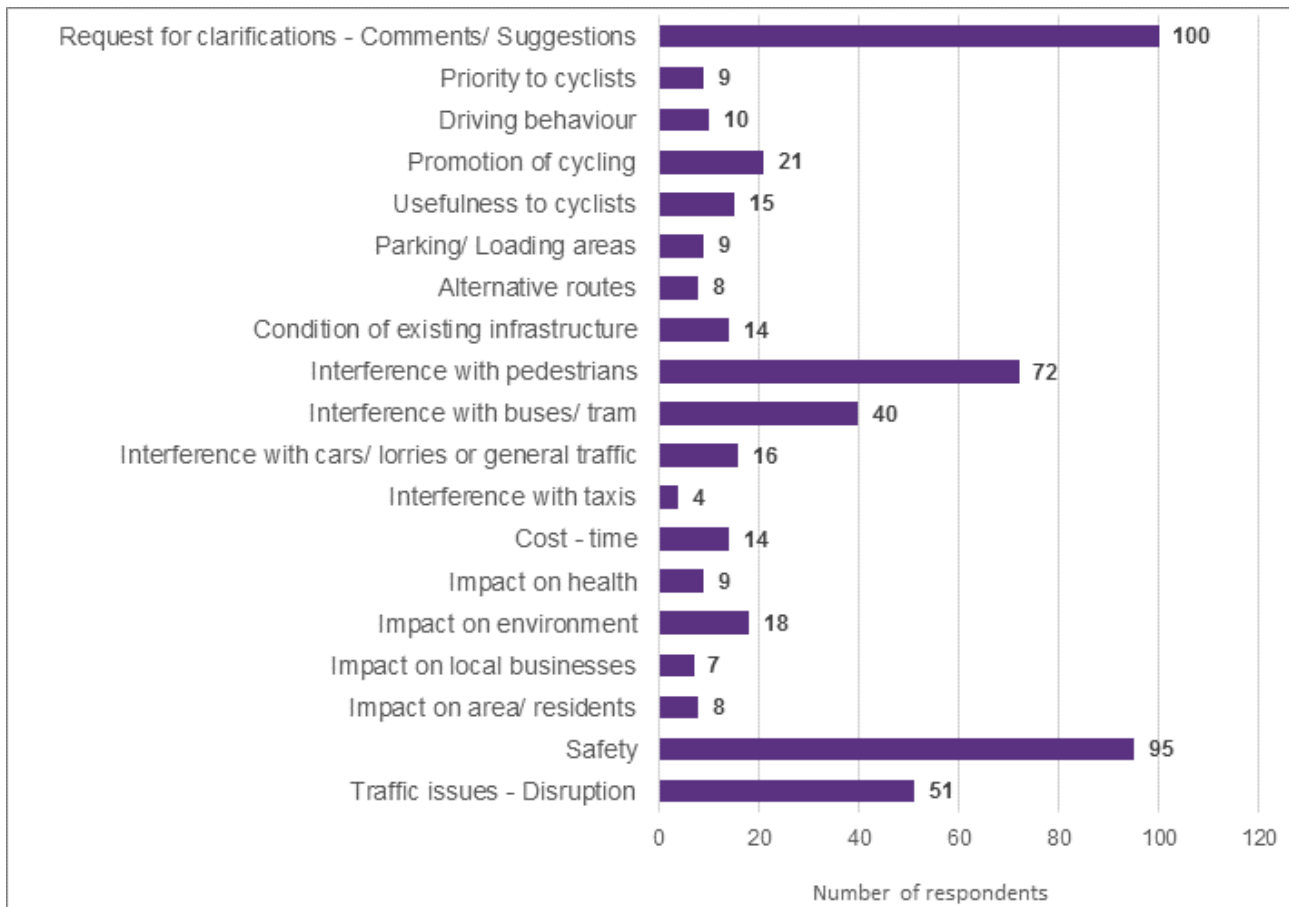
Safety

- Generally, respondents were very positive about the proposals as they felt it would have a beneficial impact on safety – *“I strongly agree with the need to upgrade cycling and pedestrian infrastructure everywhere in the city but particularly around these critical sections which disrupt safe routes for cyclists across the centre of town.”*

Traffic issues – disruption

- Some respondents raised concerns that the measures would have a detrimental impact on congestion / traffic in the local area which they felt was already an issue – *“This will overly congest traffic in the area which is already busy.”*

Figure 13-2 Comments relating to level of support for the proposals between St. Andrews Square and Princes Street



Base: 300 respondents that provided further comments. Note that some respondents made comments which fell into more than one category.

The key points raised relating to the section of the route between St. Andrews Square and Princes Street are as follows:

Requests for clarifications – Comments / suggestions

- Overall, comments from respondents were positive. However, many were concerned that there could be collisions between pedestrians and cyclists. Some suggested a cycling speed limit whilst others felt more obvious surfacing would be required - “[Strongly support] but the distinction on Princess Street between pavement and cycle track has to be visible, not delicate - very different colour at least.”

“The pavements on Princes Street can get very crowded at some times of the year, and the presence of a cycle track in the middle will cause conflict between pedestrians and cyclists.”

Interference with pedestrians / safety

- As with the point made above, some respondents were concerned about the safety impact of combining pedestrians and cyclists on the same route – “With the sheer volume of people using this street there could be some severe conflict between cyclists and pedestrians if it is not made crystal clear that there is segregated and dedicated infrastructure for cycling”.

14. Consultation Feedback: Leaflet Responses

14.1. Introduction

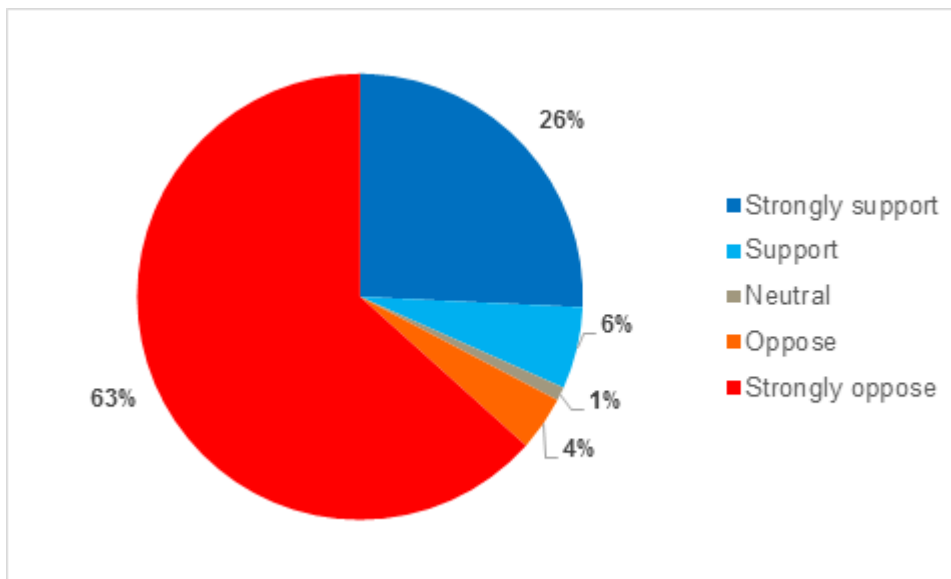
As discussed in Section 2, a public consultation leaflet was distributed to residential and business properties along the route within three areas: Roseburn to West Coates (Areas 1 and 2), Haymarket and West End (Areas 3 and 6), and Charlotte Square and East End (Areas 8 and 9). This leaflet provided details of the scheme measures and asked recipients to fill in a freepost survey, which asked their level of support for the proposals and whether they wished to make any comments. This section of the report analyses the responses made.

14.2. Comments Received

Overall, 118 leaflet responses were received, which comprised 101 responses (89%) from residents and 11 responses (10%) from businesses. Six respondents did not clarify whether they were a business or resident.

Respondents to the leaflet were asked to state their level of support or opposition to the proposals. **Figure 14-1** shows the level of support from residents. This highlights that the proportion that support/strongly support the proposals is much lower in comparison to the results from the online questionnaire. This could be because residents that received the leaflet live along the route and so will be directly affected by any changes. The graph shows that 32% support/strongly support the scheme while 67% oppose/strongly oppose.

Figure 14-1 Level of support for the proposals (leaflet response – residents)



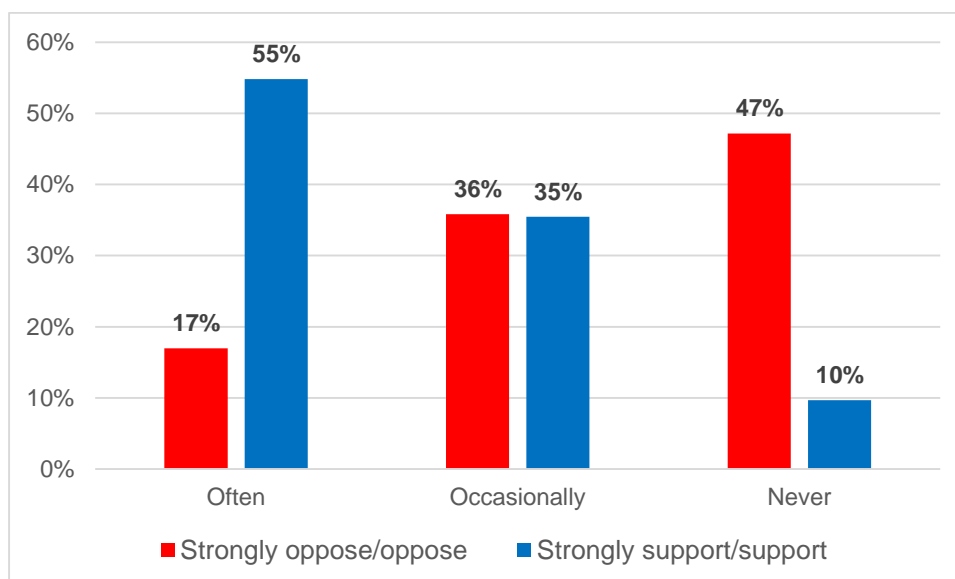
Base: 101 residents that provided a response to this question

Of the eleven responses received from businesses, four support/strongly support the scheme improvements and six strongly oppose.

The leaflet also asked respondents to state whether they cycle often, occasionally or never. The responses received have been cross-tabulated by level of support for the scheme, and the results are displayed in **Figure 14-2**.

The results show that support for the scheme is much higher amongst those that cycle 'often'; 55% of responses received from those that strongly support/support the scheme are made by those that cycle 'often'. Equally, a much higher proportion of those that strongly oppose/oppose the proposals answered that they never cycle.

Figure 14-2 Level of support for the proposals, by frequency the respondent cycles



Base: 84 residents/businesses that provided a response to 'do you support or oppose the proposals' and 'do you cycle'

The leaflet provided respondents with the opportunity to provide feedback on the proposals. A total of 98 comments were received, and the key points are as follows:

- 23 comments from respondents stating that they were pleased with the proposals due to a better environment for cycling being created and improved safety which in turn was expected to increase the amount of people cycling – *“Use this as a commuting route. It is much needed, major and very welcome improvement.”*

However, a number of comments objected to the proposals based on the following grounds:

- 31 comments received stating that they had concerns the proposals would increase congestion / traffic along the route, which was already perceived to be an issue – *“Reducing traffic lanes from four to two along this route will lead to additional congestion and therefore longer journey times into the city.”*
- Several responses noted that they had concerns about the removal of bus stops. This appeared to be a particular concern amongst the elderly – *“Overall, I support the plans, and agree that cycling should be made easier. However, I strongly oppose the proposals to do away with the Stanhope Road bus stop at West Coates. This will cause considerable inconvenient to local residents, especially older and disabled people.”*
- The other main reason for opposition was due to fears the proposals would have a negative impact on local businesses – *“My wife & I use this route on most work days - by bike. Your proposals have merit - but what about the shopkeepers on the north side of Roseburn Terrace? There needs to be parking on that side in rush hour - Or the shops will shut.”*

15. Consultation Feedback: Additional Responses

15.1. Introduction

This section includes all additional responses received from the other forms of communication, including stakeholder responses and letters/emails received from the general public.

15.2. Comments Received

15.2.1. Stakeholders

Stakeholders provided their response to the consultation by submitting a letter or email to CEC. This set out their level of support for the proposals along with their views. **Table 15-1** provides a summary of the submissions received and shows there is a mixed level of support.

Of the 21 stakeholders that provided a response, nine were generally in support of the scheme but had comments relating to the scheme design. Six stakeholders opposed the scheme due to the relocation of the Haymarket taxi rank, fears over the negative impact it may have on shops/local businesses, and the potential impact on congestion in the local area. Six stakeholders did not express whether they were in support/opposition to the scheme, but instead provided details of any concerns or changes they would like to see made to the proposals.

Table 15-1 Summary of Stakeholder Submissions

	Stakeholder	Summary of Submission	Support/Oppose
Local Transport Operators	Edinburgh Taxi Association	<p>Overwhelming majority of its 300 members believe the best option for the cycle lane is to use Magdala Crescent.</p> <p>Oppose the plans to relocate the taxi rank as passengers exiting the station will be unable to see if the taxis are for hire as they will only be able to see the back of the vehicle.</p> <p>Also oppose as Clifton Terrace is only two lanes and to allow a rank to be situated here will reduce the road to a single lane at a busy junction – consequently slowing down traffic.</p>	Oppose
	Edinburgh Trams	<p>Feel that they should have been consulted with earlier on in the process.</p> <p>They envisage a series of issues with the proposals, which will have a negative impact on the tram network.</p>	Level of support not stated
	First Scotland East	<p>Oppose the proposals as they feel it will lead to further congestion. Any slowing down of buses means it takes more buses and drivers to maintain present service levels. This will lead to increased costs, which would inevitably be passed on to users.</p> <p>More specifically, First has concerns about the Bus Stop Bypass at Roseburn Terrace, removal of bus lanes and relocation of the taxi rank.</p> <p>They also wish to know whether operators can continue to use Melville Street as a Bus Terminus. There are also concerns that there will be increased congestion between St. Andrews Square – Princes Street.</p>	Oppose
	Lothian Buses	<p>Lothian Buses' principal concern regarding these proposals is that they will impose significant constraints on the road network that will result in traffic becoming stuck in a high level of congestion.</p> <p>Although they support the principle of encouraging cycling, they feel the requirements of other road users' needs to be considered.</p>	Level of support not stated
Local Businesses	Federation of Small Businesses	<p>The Federation of Small Businesses has concerns about the impact of the scheme on businesses located along the route.</p> <p>This is because they believe the removal of loading/unloading spaces is likely to have a detrimental impact on trade. Additionally, they believe the scheme will reduce the amount of passing trade due to the removal of parking spaces.</p> <p>Would like CEC to conduct business impact assessments before work begins.</p>	Level of support not stated

Environmental / Heritage / Sustainable Transport groups	Living Streets Edinburgh	LSE is strongly supportive of measures to improve sustainable transport generally and will support segregated cycle routes where these do not adversely affect the safety and/or convenience of walking, and particularly where they provide general improvements to the walking environment as well. They believe that this is the case for the large majority of this route They do however have some comments and questions relating to different elements of the route.	Support with comments
	The Cockburn Association	Support the proposals as it will improve conditions for cyclists in Edinburgh and encourage greater use of sustainable transport. However, they do have some concerns regarding the proposals: They have concerns over the relocation of the taxi rank at Haymarket There are also concerns that the scheme requires compliance e.g. parking, waiting, loading etc. for it to be effective for cyclists. How will this be enforced? Envisage the removal of loading/unloading bays for businesses to be an issue. Strongly oppose the proposals to surface over the granite setts in Randolph Place as there are very few of these left in town. They feel the impact could be lessened.	Support with comments
	Friends of the Earth – Scotland	Fully in favour of the scheme as it has the potential to encourage modal shift, reduce car dependency, cut greenhouse gas emissions and air pollution and benefit local businesses. However, they await further information on traffic modelling and expected air quality impacts, particularly in the Roseburn area. They feel the bus lanes should be retained as far as possible. Also believe that the scheme will have a beneficial impact on local businesses. They also feel the route should be as direct as possible and therefore oppose the alternative route put forward by some opponents of the scheme.	Support with comments
	Historic Scotland	Believe that the proposals will not have a significant impact on the historic environment. They are pleased their previous comments have been taken into consideration but believe that some places will be more sensitive to new interventions. This is likely to be around the Cathedral (including Melville Street).	Level of support not stated
	SPOKES	Support the proposals overall but have some comments and questions relating to different elements of the route.	Support with comments
Equality Groups	Mobility and Access Committee for Scotland (MACS)	Support the proposals if they are not to the detriment of other road and pavement users, especially disabled people. They have some concerns over the ‘Copenhagen’ style junctions, the relocation of the taxi rank and a number of areas where the cycle/pedestrian way turns into junctions. They would also like there to be a distinctive barrier to segregate pedestrians and cyclists (e.g. Section 9).	Support with comments

	Guide Dogs Scotland	Generally support the scheme but make a range of suggestions to ensure that the proposals are suitable for blind and partially sighted people.	Support with comments
Community Groups	Wester Coates Amenity Society	Strongly object to the proposals. Disagree with the funds being spent in this way, as they have asked repeatedly for improvements to be made to the road and pavement conditions in the Wester Coates area. They do not believe the proposals will make cycling any safer.	Oppose
	Donaldson Area Amenity Association	Support the proposals if their issues are addressed. Found the consultation documents confusing – particularly the legends, exact proposals and details, terminology e.g. Copenhagen style junctions. They comment on a range of issues along the route and have put forward a series of solutions which they feel address this.	Support with comments
	Murrayfield Community Council	Object to the proposals due to the impact to shops on Roseburn Street. The Community Council feel the route should end at the junction with Roseburn Street.	Oppose
	West End Community Council	Surprised by the proposals given the existence of current greenways which was all about promoting cycling within the city. Overall WECC believe the proposals will not enhance the reputation and appeal of the city and therefore oppose the scheme. More specific concerns include the route chosen (in places), objections to the removal of the bus lane and moving of the taxi rank (Haymarket), and the loss of resident parking facilities (Melville Street/Walker Street to Rutland Street).	Oppose
Other	Police Scotland	Broadly supportive of any scheme which segregates cyclists and motorists and that provides pedestrian crossing facilities. However, they are concerned about the impact on traffic congestion – particularly due to the reduction in bus lane capacity, overall road width and traffic light phases. Have some reservations over the unsegregated cycleway contra flows, and would seek clearer signage and demarcation. Also have concerns regarding the shared pavement area and tram rail crossing as this is often heavily congested with pedestrian traffic. It's hard to imagine how a cycle way will be accommodated at York Place as there are already competing demands between different road users.	Level of support not stated
	Road Haulage Association	Has concerns over the safe loading and unloading facilities for our member's drivers and vehicles on the cycle route, in particular in the Roseburn vicinity.	Level of support not stated

	<p>Motorcycle Action Group</p>	<p>Oppose the scheme due to several concerns over the proposals. Their main concern is the segregated cycle lane which will reduce road space for all other traffic. They feel this will have a detrimental impact on safety for motorcyclists.</p> <p>They also have concerns over the removal of bus lanes, and believe that cyclists would not want to use it due to existing congestion.</p>	<p>Oppose</p>
	<p>RBS Gogarburn Bicycle Users' Group</p>	<p>The Gogarburn Bicycle Users' Group has over 550 members and represent the interests of people who cycle to RBS Gogarburn (the group is independent of the RBS Group and does not represent them in any capacity).</p> <p>They strongly support the proposals as they feel it will give a safe and straightforward cycle route through the centre of Edinburgh.</p> <p>Their only concern is that ensuring any crossing of tram tracks can be done at a safe angle. They have had several members who have been brought down by the tram tracks and has deterred them from cycling.</p>	<p>Support</p>
	<p>NHS Health Scotland</p>	<p>Strongly support the proposals as they feel it offers a safer and better planned route for cyclists.</p> <p>They do have comments however – they feel planned vehicular traffic flow past the Melville monument will require further thought. It should not encroach on the separate cycle route.</p> <p>In the northern portion of Manor Place, car ownership is high. They believe residential/shared parking will need to be more prevalent than public parking.</p> <p>They also note that the large nursery on Melville Street has parents parking very close to the entrance. There is also the Russian Consulate opposite. They feel special measures (such as public parking, specific designation or yellow line arrangements should be considered).</p>	<p>Support</p>

15.2.2. Letters / Emails

The general public could also email or write to CEC to provide their comments on the proposals. In total, 149 emails and 235 letters were received (of which, 215 letters were received as part of a combined submission). The key points arising from these two points of communication are described below.

15.2.2.1. Letters

All of the 235 letters that were received by CEC were in opposition to the scheme. The majority were a standard format letter signed by 215 Roseburn residents, with the reasons for opposition as follows:

- They feel the dual cycle lane will be hazardous to pedestrians;
- There are concerns that pedestrians will have to negotiate crossing a dual cycle lane when getting onto a bus (in an eastbound direction). They feel this would particularly have an impact for the young, elderly or people with additional support needs;
- They believe local businesses will suffer due the lack of parking facilities;
- There is a belief that the scheme will create congestion which will have an impact on bus timetables;
- There is a perception that the proposals will have a negative impact on daily life e.g. through difficulties in receiving deliveries due to lack of parking.

There is general disappointment that many Roseburn residents/businesses did not receive details of the proposals (letters were received mid January 2016, and it is likely that the residents will have received a revised copy of the leaflet following submission of these views).

The other 20 letters received were in opposition to the proposals, mainly due to fears it would increase congestion in the local area. There were also concerns that the loss of parking / loading bays would have a negative impact on local shops and businesses. Many of the views received felt that the money could have been spent elsewhere and felt that cyclists made up a small proportion of the society.

15.2.2.2. Emails

In total, 149 emails were received to CEC's consultation email account. Of the emails received, 44 were to request for clarifications on different parts of the route or the consultation process (e.g. to enquire about upcoming exhibitions).

Of the remaining responses, 38 emails were to voice their support for the scheme while 67 emails were in opposition to the proposals. Some of the key points relating to respondents' level of support/opposition are as follows:

Support for the scheme:

- Of the 38 emails received from respondents who were in support of the proposals, this was largely due to a belief that the scheme would create an overall safer environment for pedestrians and cyclists.
- Other respondents made comments that they felt the scheme would have associated health and environmental benefits. Some emails received praised the proposals as they felt it would encourage people to change modes from the car to walking/cycling – *"I strongly support these plans. As a resident who regularly cycles into, around and through Edinburgh, this will make a real difference to my decisions about car, bus, train or bike when planning a trip to town"*.

Opposition to the scheme:

- 67 of the emails received were from respondents who were in opposition to the proposals. This was for a variety of reasons but the main one was that they felt the removal of some bus lanes and other road lanes would lead to an increase in congestion – *"The congestion trying to get out of our road is bad enough but to add cycle path and single line traffic would mean lengthy delays and traffic idling."*
- Many of the emails received in opposition to the scheme were from residents living in Section 1 and 2 of the route (Roseburn Terrace and West Coates, respectively). They were concerned that the removal of parking spaces would have a negative impact on local businesses and shops.
- Equally in Section 3, there were concerns from some respondents over the impact of moving the taxi rank – *"Many people use the taxi rank at Haymarket and these people should be given due*

consideration. Haymarket rank was a long time in the making and should not be ripped up to make way for the cycleway.”

- The removal of bus stops and the impact on the elderly was another reason cited for opposition of the scheme.
- Several of the emails were from respondents who believed that the route could follow the National Cycle Network Route 1 instead.

15.2.3. Other

One response was received through the consultation Facebook page which was a post made in opposition to the proposals. Opposition to the scheme was due to fears over the impact on local congestion due to the reduction of traffic lanes. Additionally, there were concerns over the removal of parking spaces and the associated impact on deliveries to shops and businesses.

15.2.3.1. Local Petitions

Two petitions were generated, one supporting and one opposing the proposed scheme.

One petition was against the cycle track running through Roseburn Terrace, West Coates and Haymarket Terrace. The petition advocated an alternative route that instead follows the current signed 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.

Initially, the petition received a total of 2,600 signatures and closed when the consultation period ended. Part of the petition was carried out through an online petition, ‘ipetitions’. The online petition received 695 signatures and 23 comments. Further details can be found at:

<http://www.ipetitions.com/petition/petition-against-the-west-coates-cycle-track>

The Councils feedback date was extended due to the high number of responses received and subsequently, the petition was re-opened and a further 900 signatures were received.

A leaflet was also developed providing additional information which could be signed at businesses along the route. This leaflet is outlined in Appendix H.

Henry Whaley, a member of SPOKES, organised a counter petition in favour of the scheme and a total of 817 signatures were received. The petition was carried out online through ‘ipetitions’. Further to the 817 signatures, 255 comments were received. Further details can be found at:

<http://www.ipetitions.com/petition/support-roseburn-west-coates-protected-cycle-route>

16. Summary and Next Steps

16.1. Summary

The City of Edinburgh Council (CEC) is currently developing proposals to create a new cycle route and associated street amendments between Roseburn and Leith – known as the ‘Roseburn to Leith Walk Cycle Route and Street Improvements’. The scheme proposes a series of amendments such as improving footways, junction amendments and the creation of cycle tracks.

Atkins has carried extensive to inform the public, local businesses and interest groups on the proposals and capture their comments. The consultation was held over an eleven-week period between 16th November 2015 and the 1st February 2016. This report presents the findings from the consultation undertaken, the responses obtained from the process and the key findings.

There has been a good level of engagement with the local community with a high level of feedback received through the online questionnaire, leaflet questionnaire and through letters / emails from the general public and stakeholders. Analysis of respondent home postcodes also shows that there is a broad distribution of respondents, in particular across the urban areas in the vicinity of the proposed route.

16.2. Key Points

The results of the consultation have been analysed at an overall level and also by looking at each of the nine individual sections of the scheme. From this we can draw out the following key points:

- This consultation process has seen **2,771 responses** made. This includes 2,247 online questionnaire responses, 118 leaflet responses, 235 letters, 149 emails and 21 stakeholder letters.
- Overall, **66% are in support of the scheme while 34% are in opposition** (across all modes of consultation). Support was highest from respondents completing the online questionnaire (76% either strongly supporting or supporting the scheme).
- **78% of respondents to the online survey support to some extent the need to invest** in walking and cycling improvements between Roseburn and Leith Walk / North Bridge. **18% oppose** the need to invest;
- Key concerns across all sections of the route appear to relate to the **impact on local businesses**, the impact on **local congestion** where lane / road closures are made and the disruption the plans may cause. That said, there is a high level of support for the scheme as there is the belief it will **improve safety for pedestrians and cyclists** and encourage people to use these modes;
- **Roseburn Terrace:** 74% strongly/support the proposals whilst 24% are in opposition. Concerns relate to potential congestion and the impact of trade for local businesses. However, many respondents felt the scheme will improve safety and encourage cycling.
- **West Coates:** 75% strongly/support the proposals whilst 22% are in opposition. Many respondents feel the proposals will improve safety and reduce congestion / traffic issues in the local area. However there are concerns over the removal of the bus lane and there were also requests for the National Cycle Route 1 (Balbirnie Place) route to be taken instead. Some respondents asked for more information on what ‘Copenhagen style’ junctions are.
- **Haymarket Terrace:** 75% strongly/support the proposals whilst 21% are in opposition. Many are positive about the scheme and feel it will improve safety in the local area. There are concerns about confliction between the tram lines and cyclists and hope that this will be addressed through the proposals. As with other sections of the route, respondents are concerned about the impact on traffic flow and congestion in the local area.
- **Palmerston Place:** 74% strongly/support the proposals whilst 20% are in opposition. Some felt the route was indirect and should follow Shandwick Place instead. Others would have preferred a segregated cycle route. However, the majority commented that they were happy with the proposals.

- **Melville Street:** 74% strongly/support the proposals whilst 18% are in opposition. There are requests for any cobbles to be removed, particularly at Randolph Place / Randolph Lane. Some also felt the route was indirect and should follow Shandwick Place instead. However, the majority commented that they were happy with the proposals.
- **Walker Street to Rutland Square:** 73% strongly/support the proposals whilst 16% are in opposition. Some felt the route was not direct enough for people to use it. However generally respondents were very positive about the proposals and were positive about the contraflow cycle facilities that are proposed.
- **Queensferry Street to Charlotte Square:** 75% strongly/support the proposals whilst 16% are in opposition. There are requests that any cobbles are removed, and some respondents wanted further clarity on how the proposals will link to Lothian Road. Respondents were generally pleased with the proposals.
- **St Andrews Square to York Place:** 75% strongly/support the proposals whilst 17% are in opposition. The main concern appears to be over the capacity of the staggered crossing at the junction of Elder Street / York Place. There are concerns that this would not be able to accommodate cyclists at peak times. Some respondents felt that there would be a detrimental impact on congestion / traffic in the local area. Overall, respondents were positive about the proposals.
- **St Andrews Square to Princes Street:** 75% strongly/support the proposals whilst 17% are in opposition. The key issue appears to be concern over the pedestrian / cycle path. There are concerns there may be collisions if it is not made clear that this is a shared route.
- Of the **21 stakeholders that provided a response, nine were generally in support** of the scheme but had comments relating to the scheme design. **Six stakeholders opposed the scheme** due to the relocation of the taxi rank, fears over the negative impact it may have on shops/local businesses, and also the potential impact on congestion in the local area. Six stakeholders did not express whether they were in support/opposition to the scheme, but instead provided details of any concerns or changes they would like to see made to the proposals.
- 235 letters were received through the consultation process – all of which were in opposition to the scheme. This is due to concerns relating to pedestrian safety, the impact on local businesses, fears over additional congestion and the overall impact on their day-to-day life.
- Through the consultation process, 149 emails were received of which 38 were in support and 67 in opposition.

16.3. Next Steps

Following this consultation process, CEC now intends to progress this scheme through the following steps:

- Design review to address issues identified in this consultation process and those arising from the Road Safety Audit, Accessibility Audit and Cycle Audit (this process is already under way);
- Seek funding to assist in the delivery of the project; the project has been shortlisted (one of 5 finalist schemes) for Community Links Plus funding (Scottish Government / Sustrans);
- Make a full report to the Council on the scheme, which will include feedback from this consultation;
- Promote Traffic Regulation Orders;
- Commence detailed design, including local consultation to ensure specific issues are addressed;
- Prepare tender documents;
- Seek tenders for construction; and
- Build the scheme.

It is anticipated the scheme will be delivered in three main construction stages (order to be determined):

- Roseburn to Haymarket;
- Haymarket to Charlotte Square; and
- George Street to Leith Walk.

Overall completion around 2020 however due to integration with other projects the section from Charlotte Square to Leith Walk may be undertaken as a number of projects.

Appendices

Appendix A. Objectives

A.1. Initial Objectives

The initial objectives of the scheme were as follows:

<p>Create a high quality cycle route</p> <p>Create a continuous cycle route of a standard that will feel safe to a wide sector of the population, not just existing regular cyclists.</p> <ul style="list-style-type: none"> • Meet cycle route objectives of: safety, comfort, attractiveness, coherence & directness, accessibility & socio-economic impact, streetscape and implementability. • Integrate with planned segregated facilities on Leith Walk and George Street and with the wider Edinburgh Family Network.
<p>Enhance streets as a places</p> <p>To enhance streets as places that people can enjoy and use for activities other than movement. To respect the positive qualities of the built environment, especially the World Heritage Site.</p>
<p>Improve streets for pedestrians</p> <p>Create a good quality, safe and attractive environment for pedestrians:</p> <ul style="list-style-type: none"> • Walking standing and sitting, including waiting at stops • Accessing facilities and services
<p>Comply with equality requirements</p> <p>Ensure the City of Edinburgh meets its obligations under Equalities legislation.</p>
<p>Complement the Tram</p> <p>Ensure tram reliability. Maintain or enhance access to stops.</p>
<p>Complement bus services and stops</p> <p>Minimise delay to bus services, especially at peak times. Ensure adequate bus stop provision.</p>
<p>Enable loading and servicing to take place</p> <p>Facilitate loading/servicing to serve the needs of businesses and residents. Minimise the impact of loading/servicing on other street activities.</p>
<p>Avoid disrupting through general traffic</p> <p>Avoid excessive delay to general traffic, with particular regard to pollution and to knock-on effects on public transport. Minimise the intrusive effects of traffic.</p>
<p>Enable taxis to operate</p> <p>As far as possible, maintain or enhance provision of taxi stances.</p>
<p>Provide adequately for car parking</p> <p>Facilitate parking to serve the needs of businesses and residents. Minimise the impact of parking on other street activities.</p>

A.2. Revised Objectives

The revised objectives of the scheme are as follows:

<p>Create a high quality cycle route</p> <p>Create a continuous cycle route of a standard that will feel safe to a wide sector of the population, not just existing regular cyclists.</p> <ul style="list-style-type: none"> • Meet cycle route objectives of: safety, comfort, attractiveness, coherence & directness, accessibility & socio-economic impact, streetscape and implementability. • Integrate with Haymarket Station - a multi-modal interchange. • Integrate with planned segregated facilities on Leith Walk and George Street and with the wider Edinburgh Family Network.
<p>Enhance streets as a places</p> <p>To enhance streets as places that people can enjoy and use for activities other than movement. To respect the positive qualities of the built environment, especially the World Heritage Site.</p>
<p>Improve streets for pedestrians</p> <p>Create a good quality, safe and attractive environment for pedestrians:</p> <ul style="list-style-type: none"> • Walking standing and sitting, including waiting at stops • Accessing facilities and services
<p>Comply with equality requirements</p> <p>Ensure the City of Edinburgh meets its obligations under Equalities legislation.</p>
<p>Complement the tram and bus services and stops</p> <p>Maintain tram and bus reliability. Minimise disruption to services Maintain or enhance stops and access to stops. Minimise possibility of cycle accidents on tram lines.</p>
<p>Enable loading and servicing to take place</p> <p>Facilitate loading/servicing to serve the needs of businesses and residents. Minimise the impact of loading/servicing on other street activities.</p>
<p>Avoid disrupting through general traffic</p> <p>Avoid excessive delay to general traffic, with particular regard to pollution and to knock-on effects on public transport. Minimise the intrusive effects of traffic.</p>
<p>Enable taxis to operate</p> <p>As far as possible, maintain or enhance provision of taxi stances.</p>
<p>As far as possible meet demand for car parking</p> <p>Facilitate parking to serve the needs of businesses and residents. Minimise the impact of parking on other street activities.</p>

Appendix B. Glossary

B.1. Copenhagen Style Junction

'Copenhagen' style junctions are proposed at a number of key junctions throughout the Roseburn to Leith Walk Cycle route. This junction is used in the Netherlands and Denmark, where cycle and footways intersect side roads. Their purpose is to prioritise pedestrians and cyclists and act as a traffic-calming feature, without the need for traffic signals.



B.2. Floating Bus Stops

Also known as a 'bus stop bypass', floating bus stops are common in continental European countries with segregated cycle infrastructure. It involves having a cycleway running behind the passenger boarding area at a bus stop, between an island and the footway.

The bypass consists of cycle track which is separated by kerbs from the footway, with minor level difference. For pedestrians it will resemble a small road they have to cross. If necessary, (informal) zebra markings can be provided to give pedestrians priority over cycle traffic. Tactile paving is usually provided to guide people to crossing points.

The advantage of these layouts are that buses do not have to overtake cycles between stops, and people cycling do not have to negotiate out around stopped buses. In other words, there is no conflict between bus and cycle traffic. Floating bus stops are an essential element of separating cycling from motor traffic on through routes, for comfort and safety.



B.3. Description of Categories used in Graphs

The comments received in the online questionnaire have been categorised into a number of topics for each section of the route. Within the report, graphs are included to show the number of comments received by category. A description of each category and details of whether these comments are positive or negative in nature is included below:

Graph Category	Description	Positive/Negative
Request for clarifications / comments	This includes any comments made where further information is requested or where suggestions to the scheme detail are made. For example, this includes general questions such as 'what is a Copenhagen style junction.	Neither
Promotion of cycling	These are positive comments that the scheme will encourage and promote cycling in the local area.	Positive
Usefulness to cyclists	These are positive comments that the scheme will be useful for cyclists.	Positive
Parking/loading areas	These comments relate to the perceived negative impact of the scheme on local parking and loading/unloading for local businesses.	Negative
Alternative routes	Respondents have made suggestions for other routes which should be considered as an alternative	Neither
Condition of existing infrastructure	This category contains comments from respondents who feel that current infrastructure issues should be addressed first. Issues stated include potholes and resurfacing works they believe are required.	Negative
Interference with pedestrians	Comments relating to the negative impact of the scheme on pedestrians and potential conflict between cyclists and pedestrians	Negative
Interference with buses/trams	Comments relating to the negative impact of the scheme on bus/tram users and potential conflict between cyclists and buses / tram lines	Negative
Interference with cars/lorries or general traffic	Comments relating to the negative impact of the scheme on cars/lorries and potential conflict between cyclists and motor vehicles	Negative
Interference with taxis	Comments relating to the negative impact of the scheme to taxi drivers/users. More specifically these comments mostly relate to the proposals to relocate the taxi rank.	Negative
Cost/time	These comments are negative in nature and include comments from respondents who believe the scheme is a 'waste of money' or the funds should be spent elsewhere.	Negative
Impact on health	Generally positive comments that the scheme will encourage people to cycle which will ensue in improvements to health	Positive
Impact on the environment	The majority of comments under this category relate to the perceived environmental benefits which would result from the scheme being introduced	Positive
	Some negative views fall under this category who believe that the scheme will increase congestion which will have a negative impact on the environment/air quality.	Negative
	The majority of comments under this category were negative as they feel the scheme will have a	Negative

Graph Category	Description	Positive/Negative
Impact on local businesses	detrimental impact on local businesses (due to removal of parking/loading spaces).	
	Some comments were positive as they felt the scheme would encourage people to use local businesses and increase trade.	Positive
Impact on area/residents	This category contains a mixture of positive and negative comments. Positive views praised the scheme for improving the public realm.	Positive
	Negative comments received related to respondents who felt the scheme would have a detrimental impact on their local area.	Negative
Safety	This category contains a mixture of positive and negative comments. The majority are positive and praise the scheme proposals believing that it will create a safer environment for cyclists.	Positive
	There were a small proportion of negative comments, which are within the 'safety' category. These mainly related to the perceived impact on pedestrian safety and the conflict between pedestrians and cyclists.	Negative
Traffic issues/disruption	This category contains negative comments received relating to the impact of the scheme on local traffic and the potential disruption to residents.	Negative

It can be seen that some of the categories are comprised of comments that are both positive and negative in nature. This varies by section of the route, and therefore the text within the section analysis describes whether these comments are negative or positive.

Appendix C. Online Questionnaire

Questionnaire

1. To what extent do you agree or disagree that there is a need to invest in walking and cycling improvements between Roseburn and the Leith Walk?

Strongly support	Support	Neither Support nor oppose	Oppose	Strongly Oppose	Don't know
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

2. Overall, to what extent do you support or oppose the proposed Roseburn to Leith Walk cycle route proposals?

Strongly support	Support	Neither Support nor oppose	Oppose	Strongly Oppose	Don't know
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

3. Do you have any comments?

We have given you the opportunity below to comment on specific parts of the proposals or to make an overall comment.

a) Roseburn

b) West Coates

c) Haymarket Terrace

d) West End

e) Melville Street

f) Charlotte Square

g) St Andrews Square to York Place

h) St Andrews Square to Waterloo Place

i) Any other or overall comments?

The following questions are optional

4. What is your home postcode?

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5. What means of transport do you generally use at least once a week?
You may choose as many as apply.

- Car or van
- Walking
- Bus or tram
- Train
- Cycle
- Motorcycle
- Taxi
- Other (please specify)

6. Your age

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74

- 75+
- Prefer not to say

7. Your gender

- Male
- Female
- Prefer not to say

8. Do you have a long term illness or disability that limits your daily activities?

- Yes
- No
- Prefer not to say

9. What is your ethnicity?

- White Scottish
- White other British
- White Irish
- White other
- Gypsy / Traveller
- Bangladeshi, Bangladeshi Scottish or Bangladeshi British
- Chinese, Chinese Scottish or Chinese British
- Black African, African Scottish or African British
- Black Caribbean, Caribbean Scottish or Caribbean British
- Arab, Arab Scottish or Arab British
- Indian, Indian Scottish or Indian British
- Pakistani, Pakistani Scottish or Pakistani British
- Prefer not to say
- Any other or mixed background, please specify below

10. What religion, religious denomination or body do you belong to?

- None
- Church of Scotland
- Roman Catholic

- Other Christian, please write in below
- Muslim
- Buddhist
- Sikh
- Jewish
- Hindu
- Another religion or body, please specify below

11. Please tick this box if you would like to be kept informed about the results of the consultation and the final Parking Action Plan.

- Yes, I'd like to be kept informed

If you haven't already provided us with your email address please provide it below. We will only use this information to keep you informed about this consultation and the final Parking Action Plan.

Appendix D. Leaflets

D.1. Haymarket and West End



ROSEBURN TO LEITH WALK CYCLE LINK

Have your say

Feedback and Public Events See back page.

See detailed drawings of the proposed route and further information on the website.

As part of its strategy for promoting healthy and sustainable travel, the Council is committed to making it easier for people to get around by bike. A key part of our strategy is delivering a network of quieter routes. These aim to make getting around by bike a realistic choice for many people by separating cyclists from heavy or fast traffic.

Several existing cycle routes connect Roseburn and Leith via Haymarket and West End. These routes are planned to be improved and new routes are being explored. The route through Haymarket Station, Rennie Square, to the heart of the City Centre, with links to the City Centre, will be a key part of the route.

See detailed drawings of the proposed route and further information on the website.

Feedback and Public Events See back page.

See detailed drawings of the proposed route and further information on the website.



Roseburn to Leith Walk Cycle Link

HAVE YOUR SAY

You can see detailed drawings of the proposed route online at:
www.edinburgh.gov.uk/roseburntoleith

You can also provide comment online at this website or

- Email us at cyclingprojects.consultation@edinburgh.gov.uk
- Write to us at the freepost address below
- Attend one of the Public Events where project staff will be available to answer questions.

Thursday 26 November 2015	Murrayfield Parish Church, 28 Ormisdale Terrace, Edinburgh EH12 6EQ	3pm-8pm
Wednesday 2 December 2015	Haymarket Station, Haymarket Terrace, Edinburgh EH12 5EY	3pm-8pm
Tuesday 8 December 2015	St Andrew's and St George's West, 13 George Street, Edinburgh EH2 2RA	3pm-8pm

What happens next?

The results of this consultation will be considered by the Council's Transport and Environment Committee. If it agrees for the project to proceed, legal changes including changes to parking and loading restrictions will be publicly advertised with an opportunity for objections. This will take place in 2016/2017. Subject to final Council Committee agreement and availability of funding, construction will take place from April 2017 onwards.

www.edinburgh.gov.uk



Please return this feedback form in an envelope to the address below. No stamp needed.

FREEPOST - RITCHIEK - TCCZ
 Roseburn to Leith Walk
 The City of Edinburgh Council
 C2 Waverley Court
 4 East Market Street
 EDINBURGH
 EH8 8BG

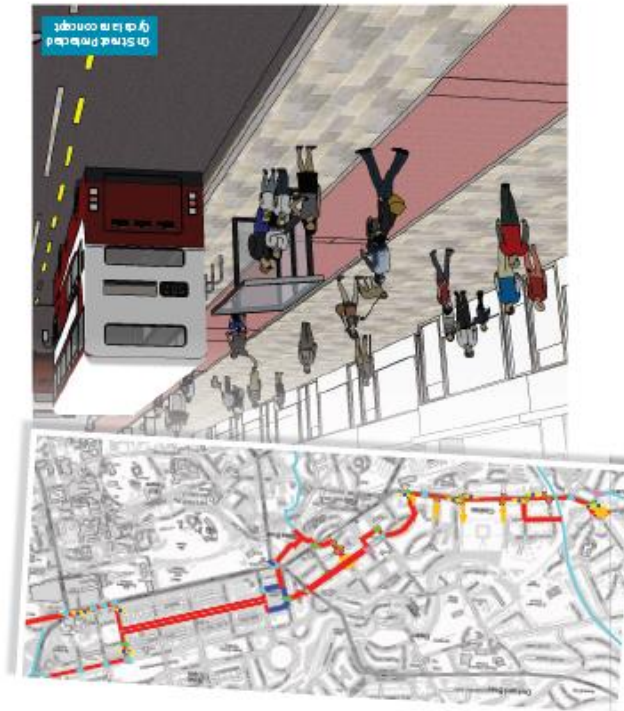
www.edinburgh.gov.uk/roseburntoleith

**Cycle link and street improvements
 Haymarket and West End**

Consultation runs 16 Nov 2015 to 5 Jan 2016

EDINBURGH
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D.2. Charlotte Square and East End



Roseburn to Leith Walk
 An aerial view of route

You can get this consultation by email, large print and on computer. For more information, visit www.edinburgh.gov.uk/roseburntoleith. If you need a large print version, please contact us on 0131 222 1313. We can also provide a large print version of this consultation by email. For more information, visit www.edinburgh.gov.uk/roseburntoleith.

Cycling is an increasingly popular way to get around Edinburgh, around 45,000 bike trips are made in the city each day. As part of its strategy of promoting healthy and sustainable travel, the Council is committed to making it easier for even more people to get around by bike. A key part of our strategy is developing a network of quieter routes. These aim to make getting around by bike a safe choice for many more people by separating cyclists from heavy or fast traffic. Several existing cycle routes converge at Roseburn and we are planning protected cycle tracks on Leith Walk and Leith Street. An important component of the quieter routes network is on the Leith Walk and Leith Street, which links to the heart of the City Centre, with links to Haymarket Station, Rutland Square, Leith Road and North Bridge. You can see detailed drawings of the proposed route and further information on the www.edinburgh.gov.uk/roseburntoleith website. Feedback and Public Events. See back page.



HAVE YOUR SAY

You can see detailed drawings of the proposed route online at: www.edinburgh.gov.uk/roseburntoleith

You can also provide comment online at this website or

- Email us at cyclingprojects.consultation@edinburgh.gov.uk
- Write to us at the freepost address below
- Attend one of the Public Events where project staff will be available to answer questions:

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Scan QR code to see detailed drawings of the proposed route online.

www.edinburgh.gov.uk



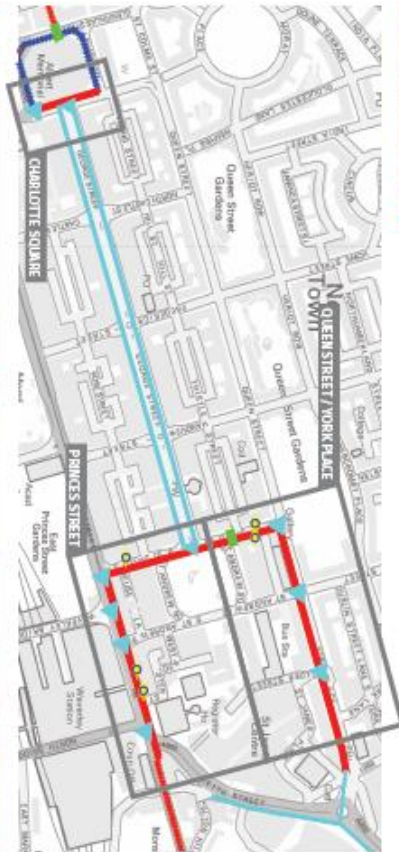
www.edinburgh.gov.uk/roseburntoleith

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 The City of Edinburgh Council
 C2 Waverley Court
 4 East Market Street
 EDINBURGH
 EH8 8BG

Cycle link and street improvements
Charlotte Square and East End
 Consultation runs 16 Nov 2015 to 5 Jan 2016

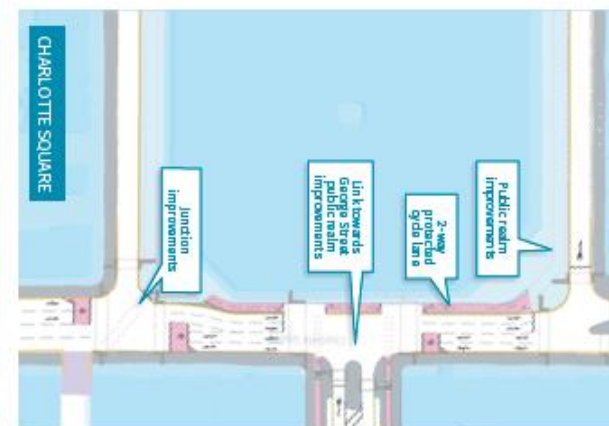
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Overview of city centre Area East End & Charlotte Sq

Key

- Bus Stop Improvements
- Costing Improvements - Uncommitted & Committed
- Junction Improvements - Introductory cycle facilities
- Proposed Road Closure
- Public Realm
- 2-way Protected cycle track
- 1-way Protected cycle track
- Quiet Street cycle facilities
- Future Protected cycle lane links - not part of this consultation
- Proposed One Way Street
- Quiet street via cycle route



Questionnaire

A more detailed questionnaire is available online at www.edinburgh.gov.uk/roseburntoleith
 Please provide your postcode - this will only be used to identify what street you live on.

On balance do you support or oppose the proposals described in this leaflet? - Please tick

Strongly Support	Support	Neutral	Oppose	Strongly Oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please make any further comments or suggestions here:

Are you? - Please tick

Resident	Business	Other
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you cycle? - Please tick

Often	Occasionally	Never
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Return by 5 January 2016

D.3. Roseburn to West Coates



Roseburn to Leith Walk
 Overview of route

Cycling is an increasingly popular way to get around Edinburgh, and around 45,000 bike trips are made in the city each day.

As part of its strategy of promoting healthy and sustainable travel, the Council is committed to making it easier for even more people to get around by bike. A key part of our strategy is developing a network of quiet routes. These aim to make getting around by bike a realistic choice for many people by separating cycle routes from heavy or fast traffic.

Several existing cycle routes converge at Roseburn and we are planning protected cycle tracks on Leith Walk and Leith Street. An important component of the Quiet Routes Network is to join these existing and planned routes through the heart of the City Centre, with links to Haymarket Station, Rutland Square, Leith and a new North Bridge.

You can see detailed drawings of the proposed route, and further information on it at www.edinburgh.gov.uk/roseburntoleith.

Have your say
 Feedback and Public Events. See back page.

You can get this document online, in Braille, large print and a low cost audio format if you ask us. Please contact 155 on 0131 222 8812 or quote reference number 5098. If you are unable to contact us, please contact us by email.



HAVE YOUR SAY

You can see detailed drawings of the proposed route online at;
www.edinburgh.gov.uk/roseburntoleith

You can also provide comment online at this website or

- Email us at cyclingprojects.consultation@edinburgh.gov.uk
- Write to us at the freepost address below
- Attend the additional Public Event where project staff will be available to answer questions:

Date Venue Time

.....

What happens next?

The results of this consultation will be considered by the Council's Transport and Environment Committee. If it agrees for the project to proceed, legal changes including changes to parking and loading restrictions will be publicly advertised with an opportunity for objections. This will take place in 2016/2017. Subject to final Council Committee agreement and availability of funding, construction will take place from April 2017 onwards.

  Some QR codes may not be visible on all devices. Please use the QR code on the back of the consultation form.

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www.edinburgh.gov.uk/roseburntoleith

Please return this feedback form in an envelope to the address below.
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 Roseburn to Leith Walk
 The City of Edinburgh Council
 C2 Waverley Court
 4 East Market Street
 EDINBURGH
 EH3 5BG

Cycle link and street improvements
Roseburn to West Coates
 Consultation runs 16 Nov 2015 to 5 Jan 2016





Questionnaire

A more detailed questionnaire is available online at www.edinburgh.gov.uk/roseburntoleith
 Please provide your postcode - this will only be used to identify what street you live on.

On balance do you support or oppose the proposals described in this leaflet? - Please tick

Strongly Support	Support	Neutral	Oppose	Strongly Oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please make any further comments or suggestions here:

Are you? - tick one box

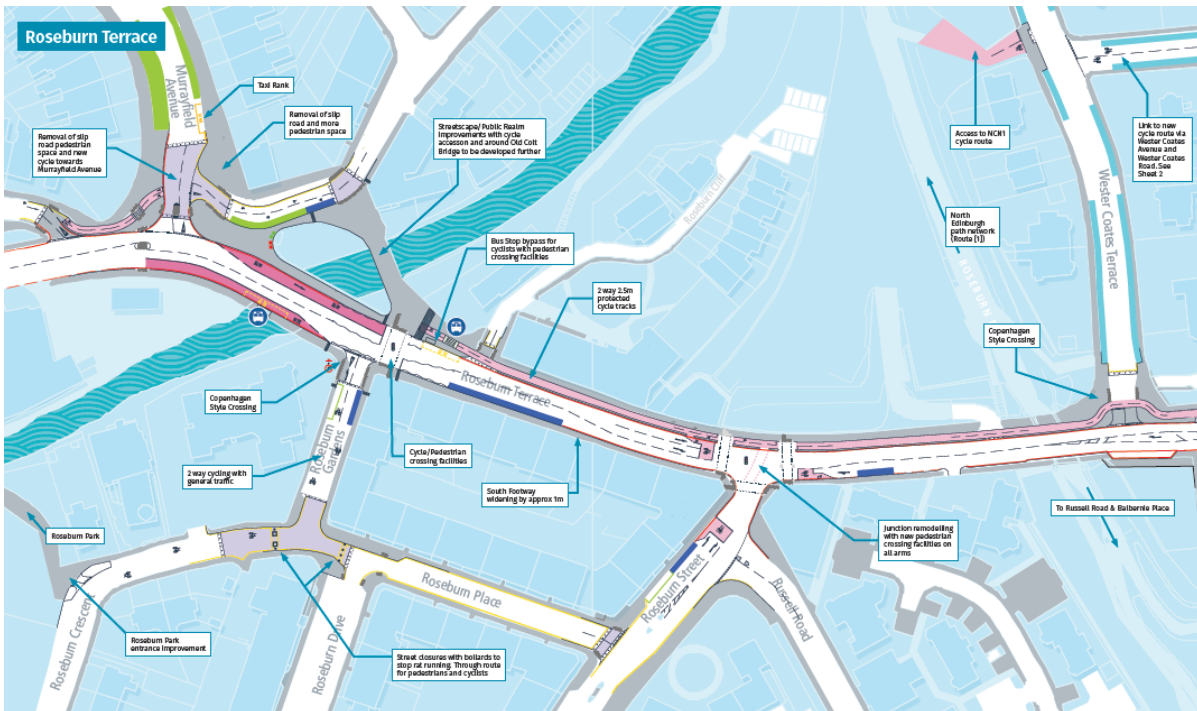
Resident	Business	Other
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you cycle? - tick one box

Often	Occasionally	Never
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Return by 5 January 2016

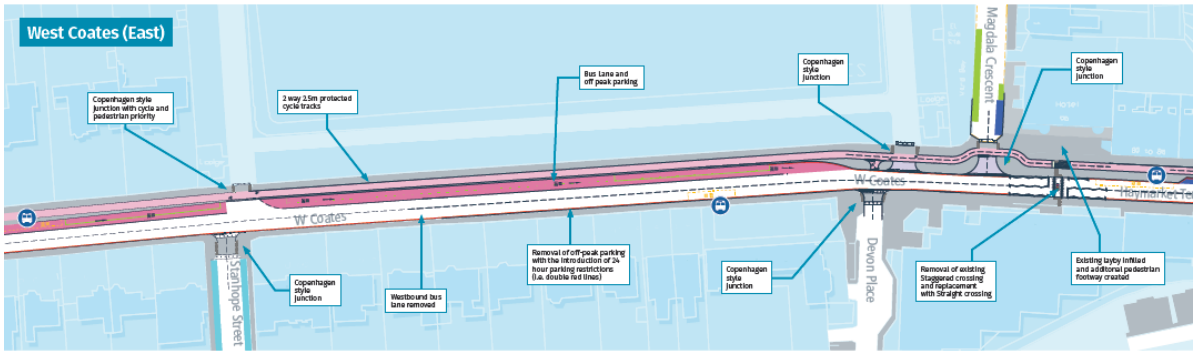
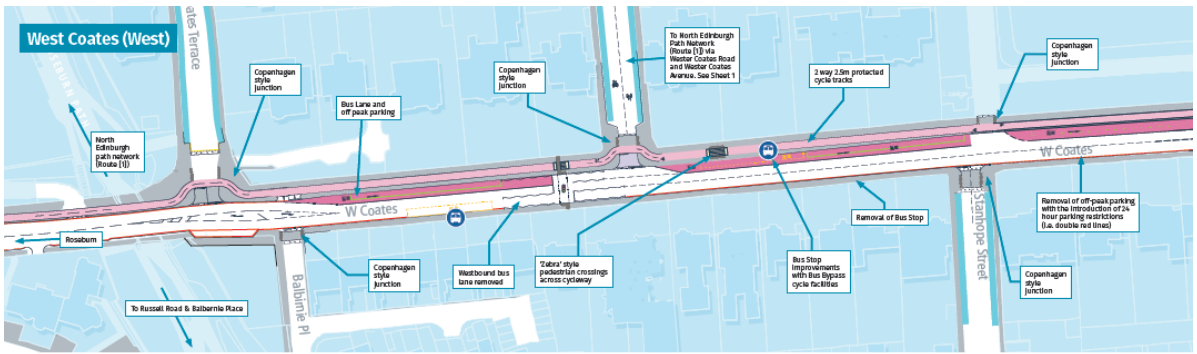
Appendix E. Exhibition Panels



ATKINS

Roseburn to Leith Walk Cycle Links
 ROSEBURN TO GEORGE STREET PROPOSED LAYOUT
 SHEET 1 OF 7

Key	Parking	Waiting and Loading Restrictions	Pedestrian/Cycling	Infrastructure	Transport Facilities
Cycle Path	Public	Double Line	Informal Pedestrian Crossing	Raised Carriageway	Tactile Ladder Paving
Bus Lane	Shared	Single Line	Formal Pedestrian Crossing	Informal Raised Pedestrian Cycleway Crossing	Tactile Tactline Paving
Pavement	Greenway	Greenway Double Line	Cycle Crossing	Cycleway Crossing	Bus Stop
Traffic Light	Residential Parking	Greenway Single Line	Advisory Cycle Lane	Tactile Paving at Crossing	Bollards and Planters
	Disabled Parking	Loading		Tactile Contrary Paving	Recycling Bin
	City Car Club				
	Motorcycle Parking				

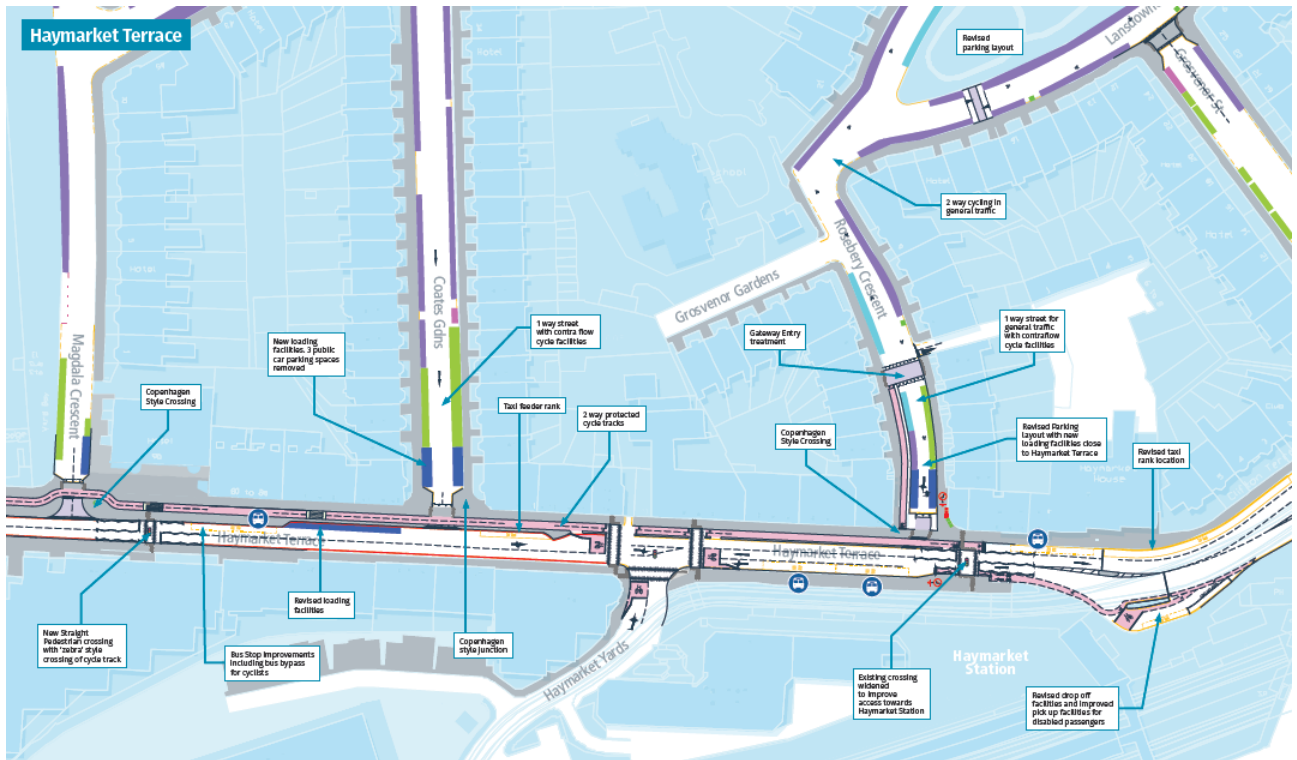


ATKINS

Roseburn to Leith Walk Cycle Links
 ROSEBURN TO GEORGE STREET PROPOSED LAYOUT
 SHEET 2 OF 7

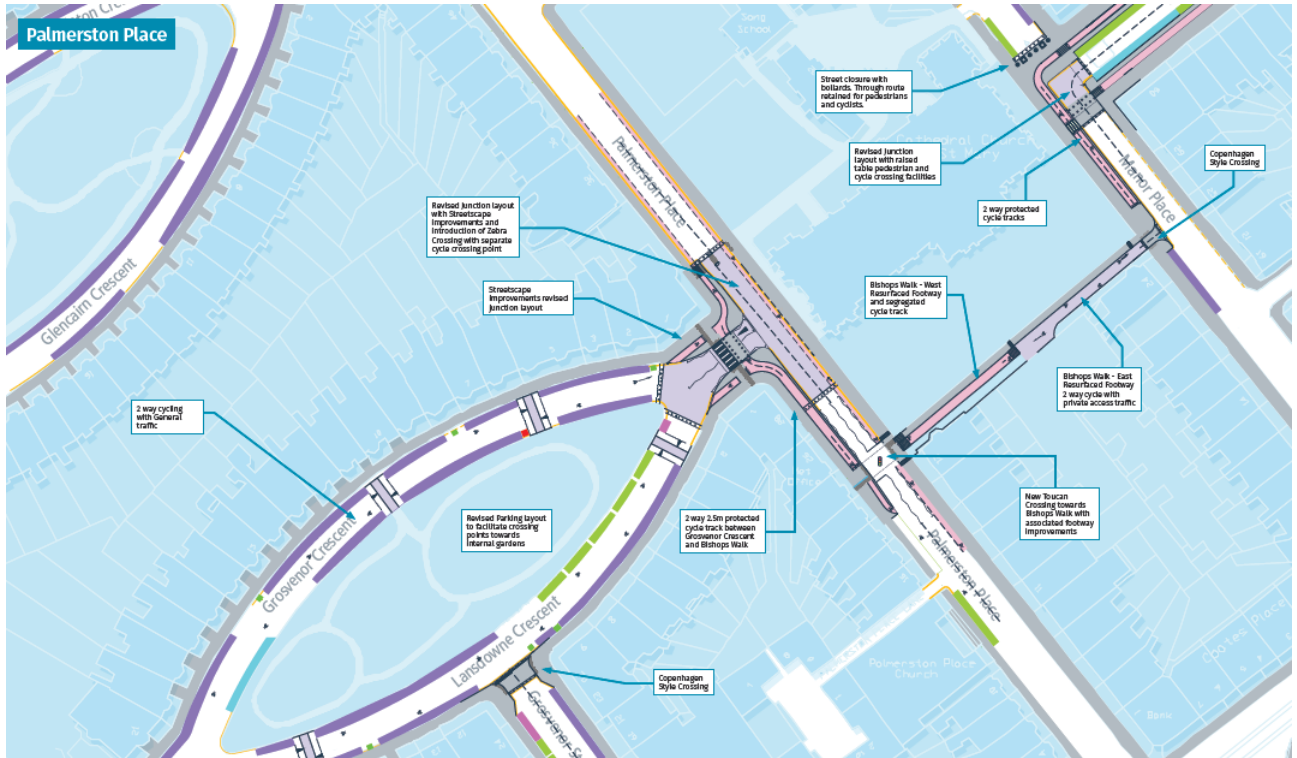
Key	Parking	Waiting and Loading Restrictions	Pedestrian/Cycling	Infrastructure	Transport Facilities
Cycle Path	Public	Double Line	Informal Pedestrian Crossing	Raised Carriageway	Tactile Ladder Paving
Bus Lane	Shared	Single Line	Formal Pedestrian Crossing	Informal Raised Pedestrian Cycleway Crossing	Tactile Tactline Paving
Pavement	Greenway	Greenway Double Line	Cycle Crossing	Cycleway Crossing	Bus Stop
Traffic Light	Residential Parking	Greenway Single Line	Advisory Cycle Lane	Tactile Paving at Crossing	Bollards and Planters
	Disabled Parking	Loading		Tactile Contrary Paving	Recycling Bin
	City Car Club				
	Motorcycle Parking				

Roseburn to Leith Walk Cycle Route and Street Improvements Consultation Report



ATKINS
Roseburn to Leith Walk Cycle Links
 ROSEBURN TO GEORGE STREET PROPOSED LAYOUT
 SHEET 3 OF 7

Key	Parking	Waiting and Loading Restrictions	Footpaths/Cycling	Infrastructure	Transport Facilities
Cycle Path	Public	Double Line	Informal Pedestrian Crossing	Raised Carriageway	Bus Stop
Bus Lane	Shared	Single Line	Informal Raised Pedestrian Cycleway Crossing	Informal Raised Pedestrian Cycleway Crossing	
Pavement	Greenway	Greenway Double Line	Cycle Crossing	Tactile Paving at Crossing	Bollards and Planters
Traffic Lights	Residential Parking	Greenway Single Line	Advisory Cycle Lane	Tactile Paving at Crossing	Recycling Bin
	Disabled Parking	Loading		Tactile Conduity Paving	
	City Car Club				
	Motorcycle Parking				

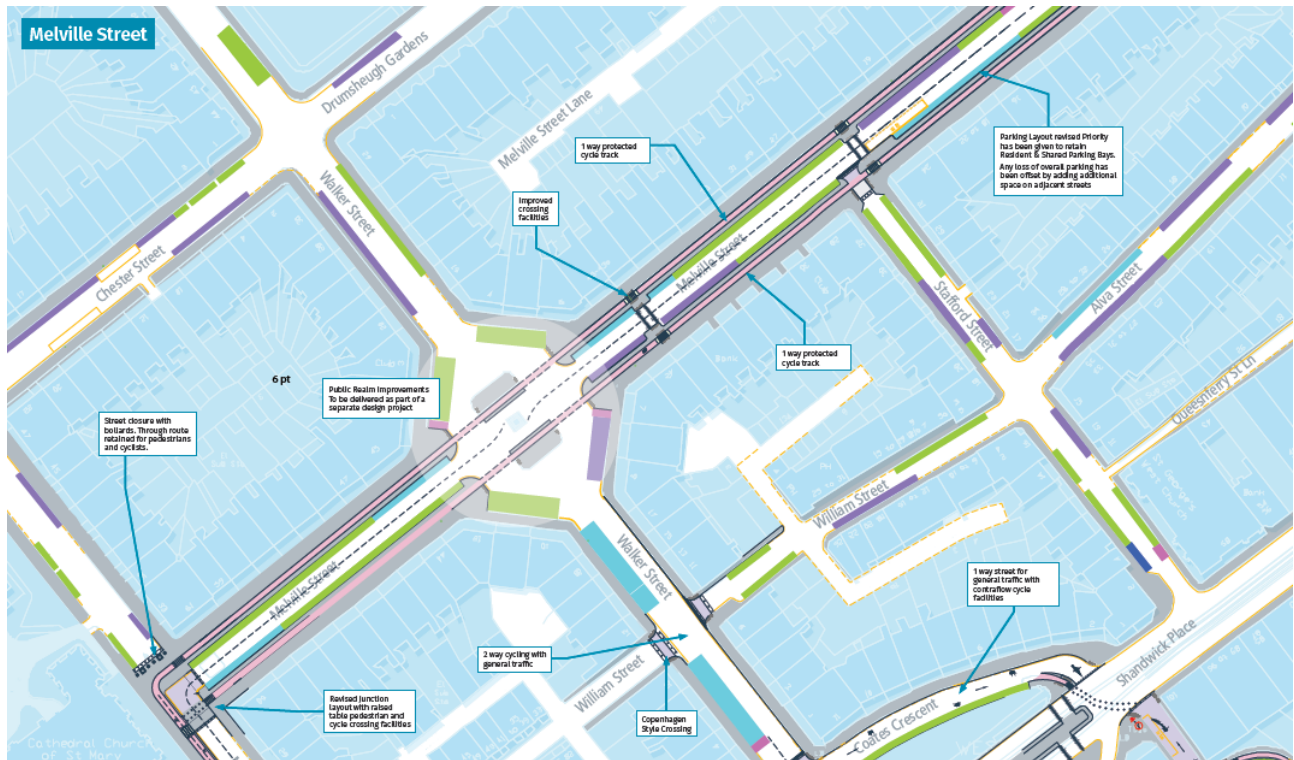


ATKINS
Roseburn to Leith Walk Cycle Links
 ROSEBURN TO GEORGE STREET PROPOSED LAYOUT
 SHEET 4 OF 7

Key	Parking	Waiting and Loading Restrictions	Footpaths/Cycling	Infrastructure	Transport Facilities
Cycle Path	Public	Double Line	Informal Pedestrian Crossing	Raised Carriageway	Bus Stop
Bus Lane	Shared	Single Line	Informal Raised Pedestrian Cycleway Crossing	Informal Raised Pedestrian Cycleway Crossing	
Pavement	Greenway	Greenway Double Line	Cycle Crossing	Tactile Paving at Crossing	Bollards and Planters
Traffic Lights	Residential Parking	Greenway Single Line	Advisory Cycle Lane	Tactile Paving at Crossing	Recycling Bin
	Disabled Parking	Loading		Tactile Conduity Paving	
	City Car Club				
	Motorcycle Parking				



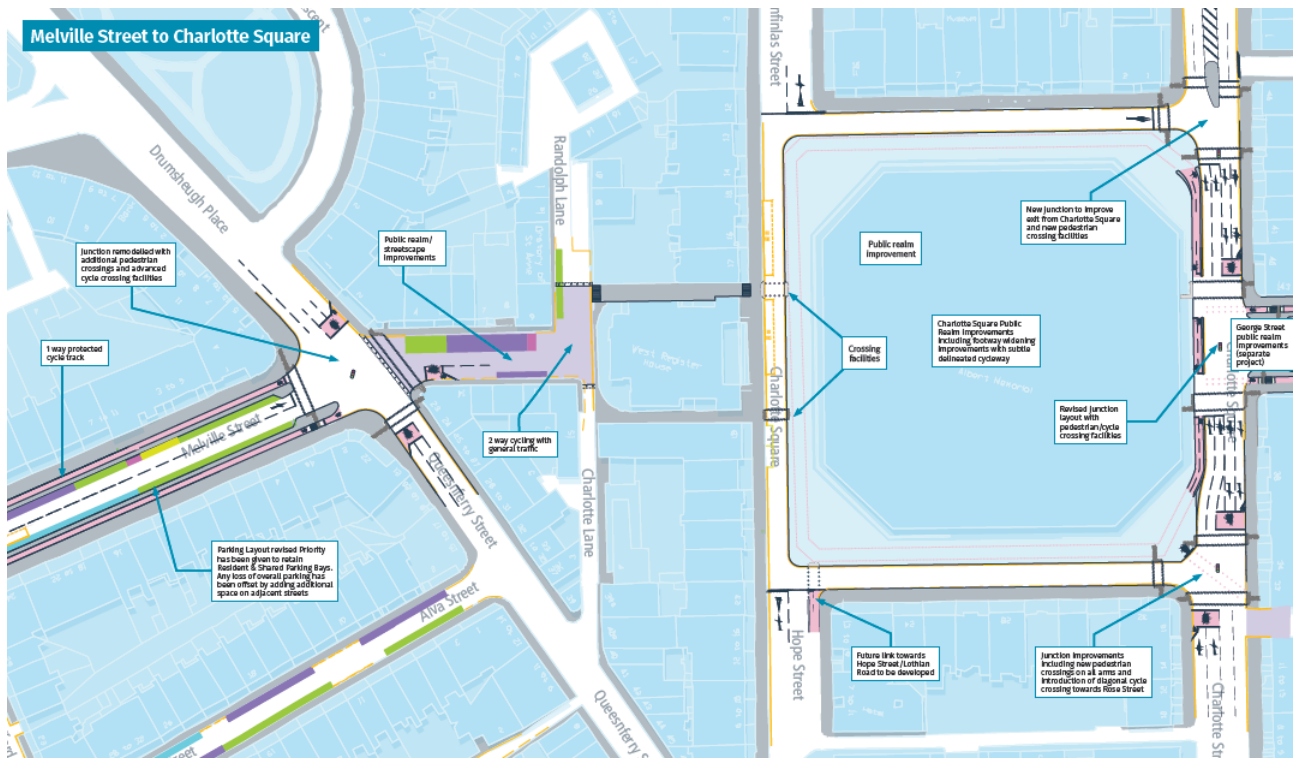
Roseburn to Leith Walk Cycle Route and Street Improvements Consultation Report



ATKINS

Roseburn to Leith Walk Cycle Links
ROSEBURN TO GEORGE STREET PROPOSED LAYOUT
SHEET 5 OF 7

Key	Parking	Waiting and Loading Restrictions	Pedestrian/Cycling	Infrastructure	Transport Facilities
Cycle Path	Public	Double Line	Informal Pedestrian Crossing	Raised Carriageway	Tactile Ladder Paving
Bus Lane	Shared	Single Line	Cycle Crossing	Informal Raised Pedestrian Cycleway Crossing	Tactile Timeline Paving
Pavement	Greenway	Greenway Double Line	Advisory Cycle Lane	Tactile Paving at Crossing	Bus Stop
Traffic Lights	Residential Parking	Greenway Single Line		Tactile Paving at Crossing	Bollards and Planters
	Disabled Parking	Loading		Tactile Conduity Paving	Recycling Bin
	City Car Club				
	Motorcycle Parking				



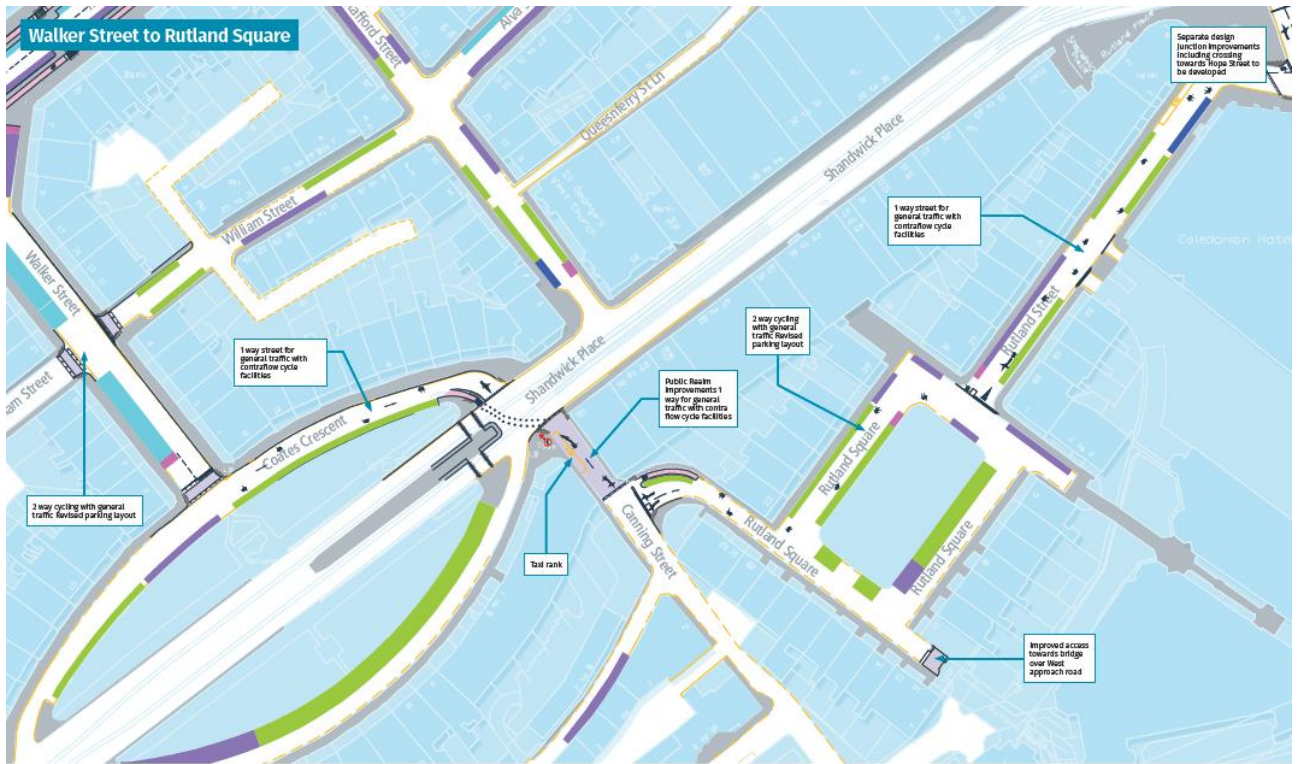
ATKINS

Roseburn to Leith Walk Cycle Links
ROSEBURN TO GEORGE STREET PROPOSED LAYOUT
SHEET 6 OF 7

Key	Parking	Waiting and Loading Restrictions	Pedestrian/Cycling	Infrastructure	Transport Facilities
Cycle Path	Public	Double Line	Informal Pedestrian Crossing	Raised Carriageway	Tactile Ladder Paving
Bus Lane	Shared	Single Line	Cycle Crossing	Informal Raised Pedestrian Cycleway Crossing	Tactile Timeline Paving
Pavement	Greenway	Greenway Double Line	Advisory Cycle Lane	Tactile Paving at Crossing	Bus Stop
Traffic Lights	Residential Parking	Greenway Single Line		Tactile Paving at Crossing	Bollards and Planters
	Disabled Parking	Loading		Tactile Conduity Paving	Recycling Bin
	City Car Club				
	Motorcycle Parking				

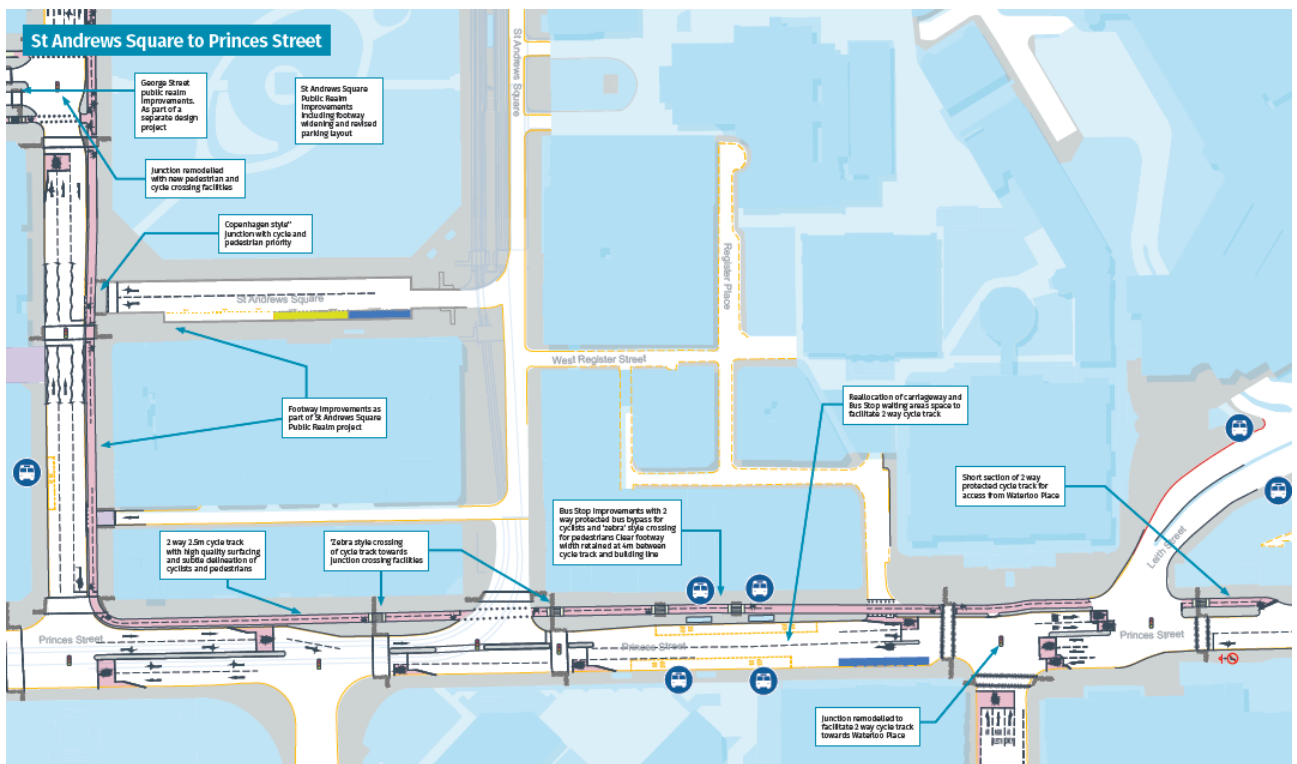


Roseburn to Leith Walk Cycle Route and Street Improvements Consultation Report



ATKINS
 Roseburn to Leith Walk
 Cycle Links
 ROSEBURN TO GEORGE STREET
 PROPOSED LAYOUT
 SHEET 7 OF 7

Key	Parking	Waiting and Loading Restrictions	Pedestrian/Cycling	Infrastructure	Transport Facilities
Cycle Path	Public	Double Line	Informal Pedestrian Crossing	Raised Carriageway	Tactile Ladder Paving
Bus Lane	Shared	Single Line	Cycle Crossing	Informal Raised Pedestrian Cycleway Crossing	Tactile Timeline Paving
Pavement	Greenway	Greenway Double Line	Advisory Cycle Lane	Tactile Paving at Crossing	Bus Stop
Traffic Lights	Residential Parking	Greenway Single Line		Tactile Paving at Crossing	Recycling Bin
	Disabled Parking	Loading		Tactile Conduity Paving	
	City Car Club				
	Motorcycle Parking				



ATKINS
 Roseburn to Leith Walk
 Cycle Links
 GEORGE STREET TO LEITH WALK
 PROPOSED LAYOUT
 SHEET 2 OF 2

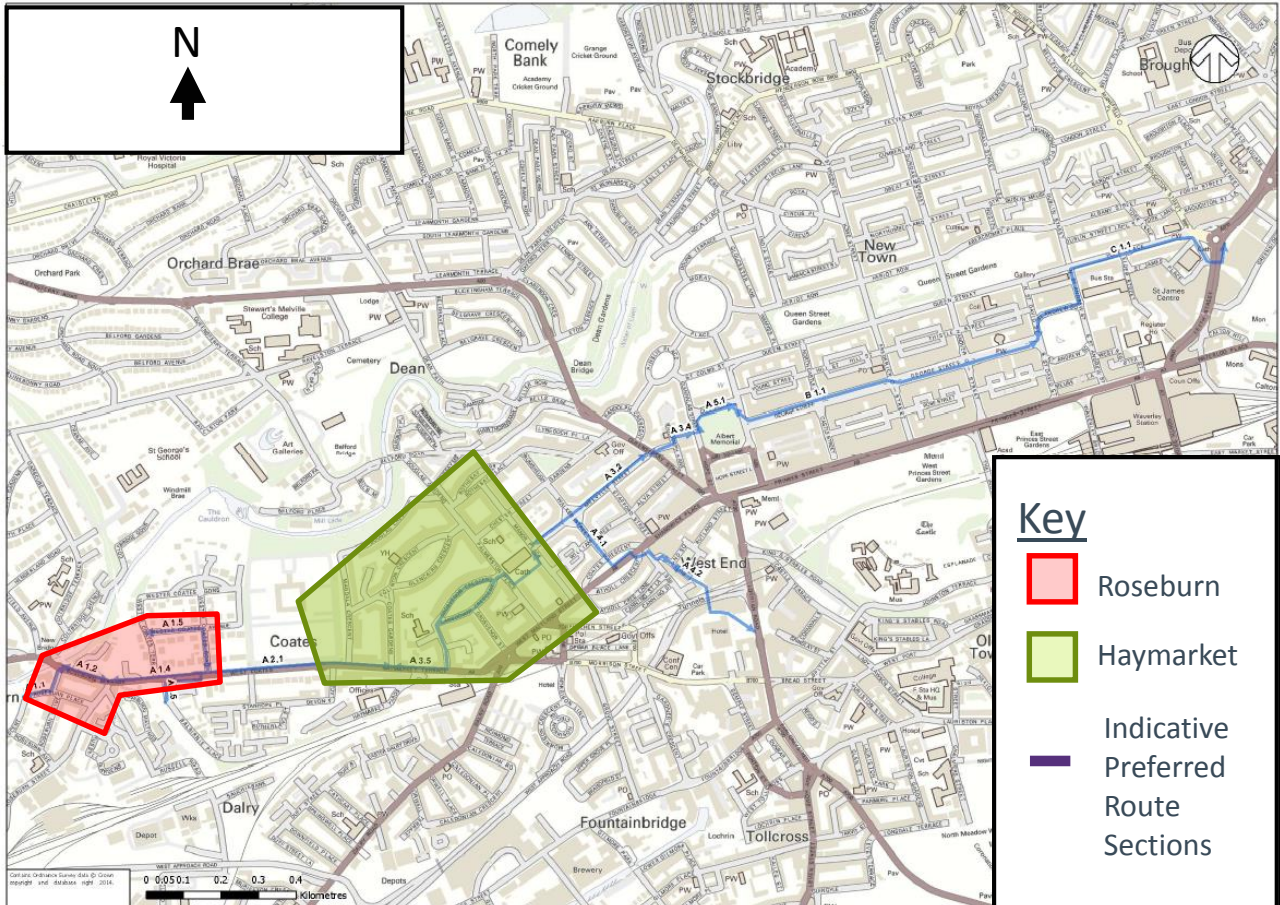
Key	Parking	Waiting and Loading Restrictions	Pedestrian/Cycling	Infrastructure	Transport Facilities
Cycle Path	Public	Double Line	Informal Pedestrian Crossing	Raised Carriageway	Tactile Ladder Paving
Bus Lane	Shared	Single Line	Cycle Crossing	Informal Raised Pedestrian Cycleway Crossing	Tactile Timeline Paving
Pavement	Greenway	Greenway Double Line	Advisory Cycle Lane	Tactile Paving at Crossing	Bus Stop
Traffic Lights	Residential Parking	Greenway Single Line		Tactile Paving at Crossing	Recycling Bin
	Disabled Parking	Loading		Tactile Conduity Paving	
	City Car Club				
	Motorcycle Parking				



Appendix F. Stakeholder Workshops

F.1. External Stakeholder Workshops

Early in the project workshops were held with stakeholders from two areas within the corridor: Roseburn and Haymarket as shown in the image below. The purpose of these workshops was to enable key local groups, such as residents and business help the team understand their aspirations and to identify constraints and opportunities. Another key role was to review the scheme objectives.



F.2. Invitees

The groups identified to be invited to the workshops were:

- local resident representatives;
- representatives of organisations such as Community Councils;
- public transport bodies;
- taxi associations;
- access and cycling organisations;
- heritage organisations;
- business and trading associations (e.g. Essential Edinburgh); and
- CEC representatives including Planning and Transport functional areas
- Fire
- Ambulance
- Buses.

Direct invitations (primarily by email) were issued to the organisations with follow up telephone calls to ensure that they were aware of the event and its purpose and to encourage attendance and engagement. In

the case of Area 1 it was recognised that the shopkeeper and other business on and around Roseburn Terrace were key stakeholders and accordingly a City of Edinburgh Council officer went door to door visiting the business, explaining what was happening and the purpose of the workshop. He left them with a letter summarising the information and providing contact details, however there was no guarantee it was received by the owner/manager.

The workshops were held as follows:

- Roseburn Area – 31 March 2015; and
- Haymarket Area – 26 March 2015.

Both workshops were held at 25 Palmerston Place. Attendees were primarily from Community Council and Cycling / walking groups. There were no representatives of Police Scotland, the Fire service, bus operators, taxi owners or local businesses at either workshop. Staff from Atkins and council officers also attended to brief attendees and facilitate the workshop discussions.

F.3. Workshop Format

Both workshops followed the same general format:

- Welcome and Structure of the Day
- Introduction
- Overview of Scheme Purpose
- Summary of Scheme Objectives
- Review of Scheme Objectives
- Overview of Work to Date
- Overview of Emerging Options
- Group Work – Review Options
- Report Back from Groups
- Summarise
- Outline of Next Steps.

F.3.1. Objectives

The objectives presented at the workshops had initially been developed by Atkins and were then reviewed by Council Officers. These objectives (see Appendix A.1) were presented at both workshops for discussion. As a result of these discussions the objectives were recast and these revised objectives (see Appendix A.2) have been adopted for the remainder of the study.

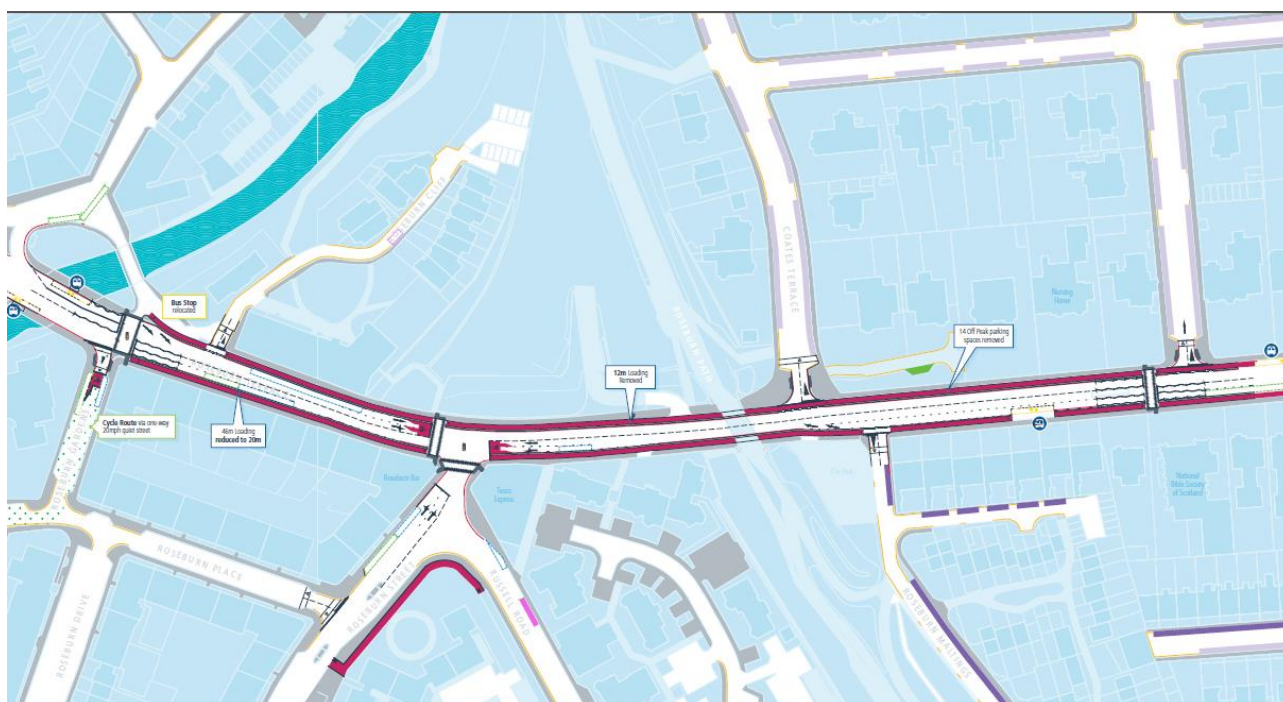
F.3.2. Options

Prior to the workshops Atkins had developed a wide range of options and discussed these with Council officers. In order to enable the Stakeholder Workshops to be effective a limited number of options were selected for presentation, designed to highlight the key features of the different routes / layouts. As a result three options were prepared for the Roseburn Area and two for the Haymarket Area.

F.3.3. Roseburn Workshop

For the Roseburn workshop three options were presented for discussion (see images overleaf). These can be summarised as:

- **Option A:** Two way segregated cycle route on the north side of Roseburn Terrace / West Coates with a quiet streets shared use link via Roseburn Gardens and Roseburn Place to existing route;
- **Option B:** Two way segregated cycle route on the north-west side of Roseburn Street and the north side of West Coates with a quiet streets shared use link via Roseburn Place to existing route; and
- **Option C:** One way segregated cycle routes on the north and south sides of Roseburn Terrace / West Coates with a quiet streets shared use link via Roseburn Gardens and Roseburn Place to existing route.



Roseburn - Option C

F.4. Workshop Summary

The discussion at the workshop is summarised below:

- Comment relating to the lack of pedestrian crossing on east arm of Roseburn Terrace / Roseburn Street Junction:
- Significant traffic routes Russell Road / Roseburn Street / Roseburn Place / Roseburn Gardens to avoid junction of Roseburn Terrace and Roseburn Street, can this be addressed?
- Roseburn junction is a major constraint on traffic and pedestrians in the area;
- Question regarding 20mph on Roseburn Terrace
- Try and keep pedestrians on desire line at table crossings of side roads;
- Option C will not allow any footpath widening on Roseburn Terrace;
- Option A is preferred option.

Main points why Option A is preferred:

- The overall preferred idea at West Coates.
- Physically better to make 20mph.
- Buses are better off in this design.
- There is the benefit of extra space in this option with the potential of landscaping at bus stop island/build out. Which in turn will make the area look better.
- This option best deals with difficult junction.
- There is a time and safety advantage – away from junction.
- More practical for the school.

Notwithstanding Option A being preferred it also has disadvantages:

- Residents/Community Council are unsure whether it is the preferred option. They are concerned about the tailing off of cycle lane at west end of Roseburn Terrace, however now see this won't affect the bridge, which they were worried about.
- Not sure about having the two way cycle track going against the traffic.
- The Community Council are trying to widen the footpaths in long term – can this be included?
- Two way cycle track might not be what people expect.
- How do you get from the two way cycle track and then onto the correct side of the road?
- Roseburn Street / Russell Road route - how do you get from segregated cycle track?

- Bigger impact for the shops.

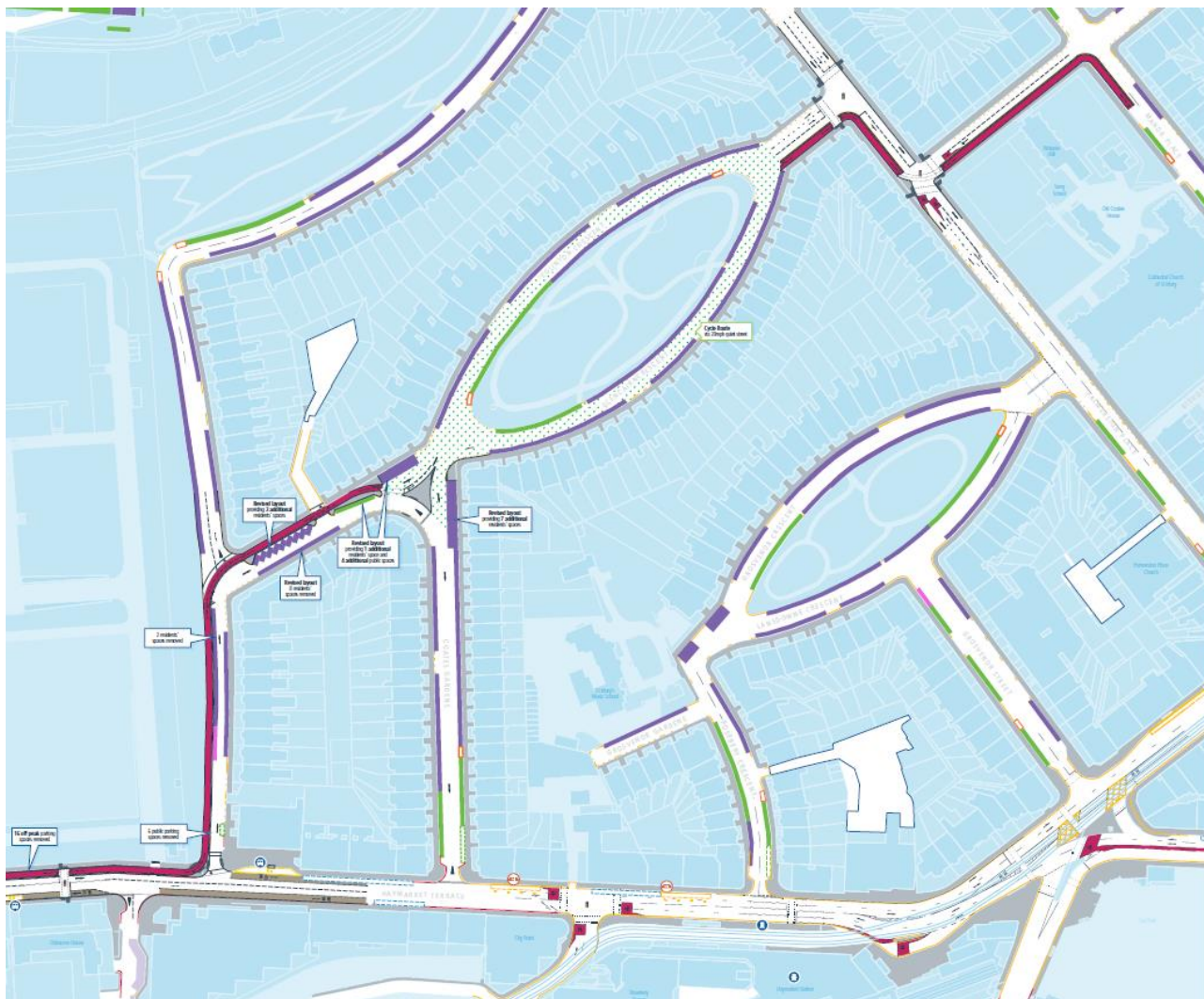
F.4.1. Haymarket Workshop

For the Haymarket workshop two options were presented for discussion (see Figures 2-5 and 2-6). These can be summarised as:

- **Option A:** Two way segregated cycle route on the north side of Haymarket Terrace, then shared use of Rosebury Crescent and Grosvenor Crescent (quiet streets) and a segregated two way route on the south west side of Palmerston Place to opposite Bishops' Walk; and
- **Option B:** Two way segregated cycle route on the west side of Magdela Crescent and the north side of the western portion of Eglinton Crescent; then shared use of the eastern portion of Eglinton Crescent and Glencairn Crescent (quiet streets) and a segregated two way cycle route on the south side of Glencairn Crescent, the south west side of Palmerston Place the south east side of Chester Street and the south west side of Manor Place.



Haymarket - Option A



Haymarket - Option B

The discussion at the workshop is summarised below:

- In Option A dealing with taxis at Haymarket Station will be a major challenge;
- Need to improve access for deliveries to shops in Option A;
- Too many turns in Option B;
- Option B may interfere with coach access to various hotels / guest houses in crescents;
- Option B could cause confusion, especially when crossing it where there is a two way cycle route in a one way street;
- Can bins on corners be tidied up;
- Parking will need to be reviewed;
- It will be important to use high quality materials;
- Although primarily a cycle scheme wider issues must be kept in mind;
- Need to ensure it gets buy in from non-cyclists;
- Option A is the preferred Option.

Main points why Option A is preferred:

- Segregated route at Haymarket and crossing to provide a good connection to Haymarket.
- Not lost in residential areas, it is on the main road at Haymarket.
- Good connection to Bishops Walk at Palmerston Place.
- This option connects better to Melville Street.

Notwithstanding Option A being preferred it also has disadvantages:

- What will the treatment of the Crescents be?
- Residents in this area have already suffered from the disruption caused by the trams. Try and avoid major disruption for them again?
- Junction at Palmerston Place. How do cyclist get across to shared space?
- Taxis are a fundamental issue.

F.4.2. Melville Street

F.4.2.1. Background

At the Haymarket workshop participants raised the question of how Melville Crescent (the junction of Melville Street and Walker Street) would be treated. Currently Melville Street is dominated by roads space and parking with a statue in the middle at Melville Street and Walker Street.

F.4.2.2. Melville Street

As a result of this and recognising that Melville Street lies in the heart of the New Town and is a significant streetscape a design workshop was held to ascertain the most appropriate cross-sectional layout for it. The workshop was held on 5 June 2015, facilitated by Sustrans. The workshop was held in premises on Melville Street to allow the participants to explore Melville Street as part of the workshop process

A key feature of the workshop was use of Sustrans' 1:50 scale modelling tool. This comprises elements which can be laid out on a large scale (1:50) plan of the area allowing different layouts to be developed and discussed. A report on the workshop is included at Appendix F.

As a result of the workshop the recommendation made was that the cycle route should take the form of separate one way routes on either side of the street, adjacent to the footways. The existing footways would not be altered, except at junctions, and the existing central on street parking would be removed but the parallel parking would be retained adjacent to the cycle route on either side.

F.5. Melville Crescent

At the Haymarket workshop participants advised that originally Melville Crescent this had been a civic space with gardens and they were seeking to have this reinstated. Council Officers undertook to take this back to their colleagues for further development and as a result it is now planned that a separate design exercise will be undertaken to develop an appropriate layout for this area.

Appendix G. Online Survey Results

View	Need for Scheme?	Overall Proposals	Roseburn	West Coates	Haymarket Terrace	Crescents / Palmerston Pl.	Melville St area	Link to Rutland Sq.	Charlotte Sq. area	St Andrews Sq. / Picardy Pl	St Andrews Sq. / North Br
Count of Responses											
Strongly Support	1,617	1,493	1,417	1,420	1,435	1,372	1,389	1,358	1,412	1,410	1,421
Support	140	196	232	240	215	262	249	249	245	231	221
Neither Support nor oppose	71	26	41	67	78	107	119	143	126	120	120
Oppose	64	79	59	78	69	79	62	54	47	51	48
Strongly Oppose	341	444	461	392	394	348	322	311	311	320	327
Don't Know	3	4	13	22	27	46	55	67	64	61	58
Blank	11	5	24	28	29	33	51	65	42	54	52
Total	2,247	2,247	2,247	2,247	2,247	2,247	2,247	2,247	2,247	2,247	2,247
Percentage Responses											
Strongly Support	72%	67%	64%	64%	65%	62%	63%	62%	64%	64%	65%
Support	6%	9%	10%	11%	10%	12%	11%	11%	11%	11%	10%
Neither Support nor oppose	3%	1%	2%	3%	4%	5%	5%	7%	6%	5%	5%
Oppose	3%	4%	3%	4%	3%	4%	3%	2%	2%	2%	2%
Strongly Oppose	15%	20%	21%	18%	18%	16%	15%	14%	14%	15%	15%
Don't Know	0%	0%	1%	1%	1%	2%	3%	3%	3%	3%	3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Appendix H. Opposition Petition

PLEASE DO NOT SIGN IF YOU SIGNED THE PREVIOUS VERSION. THIS PETITION IS ONLY OPEN TO CITIZENS OF EDINBURGH

Petition against the West Coates Cycle Track in favour of NCR 1

"I oppose the proposed 2-way protected cycle track along busy Roseburn Terrace, West Coates and Haymarket Terrace.

I believe this track, marked by the solid red line below, will harm Roseburn businesses by preventing parking outside the shops for delivery vans and shoppers. The reduction of four lanes of traffic at peak times to two will lead to serious congestion. I believe the removal of the staggered crossings along the route will make crossing more dangerous. I do not support the removal of the westbound bus lane and off-peak parking, with the introduction of 24hr waiting restrictions with double red lines. I believe it will adversely affect the Haymarket businesses too- and moving the taxi rank will be bad for both taxi drivers and disabled people using the train.

However, I do support the use of the existing National Cycle Route 1 (NCR 1) as an alternative. This quiet route along Balbirnie Place, marked by the dashed red line below, is in keeping with the Council's proposed network of 'Quiet Routes', which aims to provide a pleasant and welcoming environment for all users.

I believe it's a far better cycling route, utilising existing off-road paths and low-traffic streets. It takes cyclists along Roseburn Place, the first part of Russell Road, along Balbirnie Place, alongside the tramline, then up Haymarket Yards. I acknowledge that it makes a 3- minute journey into a 4-minute journey, but I think it is a far more pleasant one. It also links directly into the Roseburn to Granton cycle path. I note it involves cycling alongside tram tracks at Haymarket Yards, but there is virtually no other traffic here, and dealing with the tracks is a lot easier when there are no cars around."



You can sign this petition at the traders who line the route of the track or sign online at tinyurl.com/ja2n2kv

The previous version of this petition collected 2,600 signatures, but closed when the Council consultation ended. However, the Council have decided to postpone their decision on the track till June at least. We are therefore "re-opening" our petition and will not close it till the Council sets a date.

The traders have written an open letter to the Council pointing out that the track will ruin their businesses. The claim that shops benefit from cycle tracks is based on US studies- Ninth Street in New York for example- with wide roads built for the car, where parking does not have to be removed to fit in the track in. (Roseburn Terrace was designed before bicycles were invented in 1817 and long before cars were thought of). None of the US streets were arterial, either.

Lothian Buses and Living Streets Edinburgh oppose the track on the grounds it will increase congestion and air pollution. They are also unhappy about the bus-stop "islands" whereby pedestrians must cross the cycle track to get on and off the bus.



Full details of the Council's proposals can be seen at:

tinyurl.com/zmb17s2

The petition website is at: www.kidsnotsults.co.uk

The Council has done no traffic modelling for their proposals, but we have. At peak hour, we counted 1,200 cars, 160 taxis, 90 buses and 40 lorries- transporting around 12,000 people, whose journey times will be massively extended as a result of the track. All this to accommodate, at rush hour, 40 cyclists. More overleaf...



Track's impact on Roseburn



Track's impact on Haymarket



The existing NCR1 runs from Land's End to John o' Groat's. Sustrans called for this route to help cyclists through the city. But cyclists seldom use it because few are aware of its existence; its signage is poor.



Those using taxis and trains will suffer too.



The Petitioner, Pete, Gregson, who lives at Riversdale says

"So far 230 cyclists have come out against the track - I am a cyclist too, and I support cycle tracks in the right places. I do not think the Council should be spending £1M on a track it does not need; rather the money should be spent to improve the signage of the existing track (NCR1), which they neglected to mention in the consultation leaflets which they also, incidentally, forgot to deliver to residents. The money should also be spent fixing the existing black spots for cyclists in the city, as well as the potholes that make the roads so unpleasant to travel on for everyone."

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