

[copied from Council website, in case they again revamp website and lose historic material
http://www.edinburgh.gov.uk/info/20135/cycling_projects/503/meadows_-_innocent_path_ncn1/4

Meadows - Innocent Path (NCN1)

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Family friendly route

The Council is working in partnership with Sustrans to deliver an upgrade of the National Cycle Network Route 1 (NCN1) between the Meadows and the Innocent Tunnel cycle path. The route forms part of the Council's Family Network; a network of cycle routes aiming to cater for younger, new or less confident cyclists.

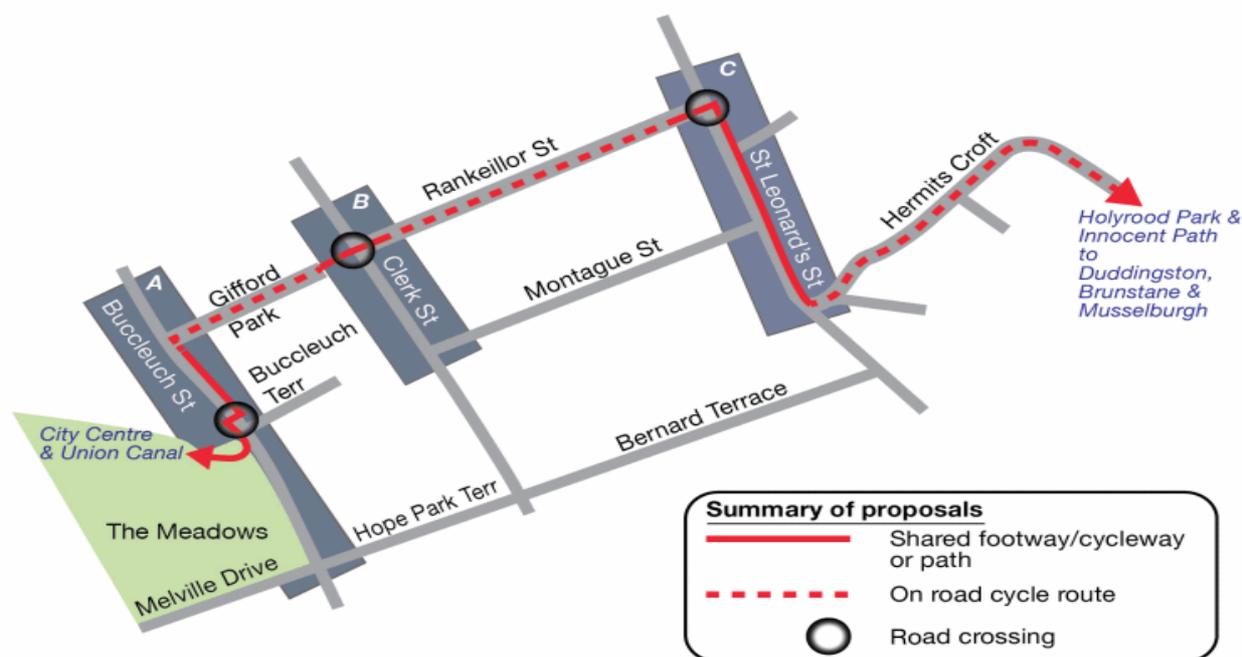
More information regarding the consultation results and revised plans of the project can be found below.

If you have any queries about the project or want to request a hard copy of the drawings please contact us.

The proposed route connects North Meadow Walk to the Innocent Path, which follows an old railway route to Duddingston, Brunstane and Musselburgh, using:

- Shared footway/cycleway or cycle path on main roads
- On road cycle route on side streets
- Crossings on Buccleuch Street (new) and Clerk Street (relocated)

Note: this is the map BEFORE the consultation results.



Public consultation period

In November 2013, approximately 1,400 consultation leaflets outlining the proposals were delivered to local residents, businesses and other stakeholders. Comments were invited either by e-mail, by using the freepost form attached to the consultation leaflet or by completing an online survey. The public consultation for the route ran for just over a month; from 13 November to 16 December 2013. There was also an evening drop-in session on Tuesday 26 November 2013 at the South Side Community Centre where Council staff were available to explain the proposals and answer any questions.

Detailed plans were available to view online. Details of an on-line survey and an e-mail address for any responses were also given at this location.

272 responses, including over 140 written comments were received. Overall, there was 74% support for the proposals.

	Public consultation responses					
	Strongly support	Support	Neutral	Oppose	Strongly oppose	Totals
Residents	136	40	10	16	35	237
Business	0	3	0	0	3	6
Other	10	11	2	2	4	28
Totals	146	54	12	18	42	271

Consultation findings

Below is summary/overview of the recurring issues and suggestions arising from the consultation.

Shared footway/cycleway

The largest single source of comments was about the sharing of space between pedestrians and cyclists. This was reflected in the most popular suggestion, which was that the cycle facilities should be segregated.

In light of comments received, the design has been modified to significantly reduce the length of shared footway/cycleway and increase the length of segregated cycle path.

The new crossing on Buccleuch Street has been moved to be opposite the entrance/exit to the North Meadow Walk Path thereby eliminating the west section of shared footway/cycleway on Buccleuch Street.

The original proposal for the east side of St Leonard's Street, between St Leonard's Lane and Hermits Croft, had the existing footway designated as a shared space between pedestrians and cyclists. The revised layout has, by building out onto the carriageway in places, provided space to allow for a segregated cycle path and a separated pedestrian only footway.

A number of comments were received regarding perceived inconsiderate behaviour by cyclists, for example cycling on pedestrian only pavements, conflicting with pedestrians. The updated design, with the emphasis on more segregated cycle paths, should help reduce incidents of this type.

The designers of the route are aware that cyclists emerging from Gifford Park onto Clerk Street have, due to position of existing buildings, a very restricted view to observe pedestrians approaching the repositioned crossing on Clerk Street. 'Road' markings and signage will therefore be installed to instruct cyclists to stop at the end of Gifford Park prior to Clerk Street and wait there until the crossing's pedestrian and cycling aspect is activated. To dissuade cyclists from waiting on Clerk Street and obstructing pedestrians a Toucan push button controller will be installed at the end of Gifford Park.

Additional measures, including footway markings and tactile paving, will be installed on Clerk Street, on either side of the entry to Gifford Park to bring to the attention of pedestrians and the visually impaired that they are about to enter an area on which there may be cycling activity.

New raised tables will be installed across Buccleuch Street, St Leonard's Lane and Hermits Croft to give pedestrians and cyclists greater priority and reduce traffic speeds.

Commercial waste bins (Gifford Park)

concerns were raised regarding the commercial bins obstructing pedestrians and cyclists. Suggestions range from making sure the bins are aligned to one side, finding an alternative site for the bins, to completely removing them. As stated in the consultation leaflet, it is proposed that the bins are positioned on the north side of the lane. There will be discussions with local businesses to facilitate this proposed solution.

Rankeillor Street/Clerk Street

There was a suggestion to make Rankeillor Street one-way. There were also a very small number of replies which highlighted concerns that the proposed no vehicular access to Clerk Street from Rankeillor Street would increase congestion at the St Leonard's Street end of Rankeillor Street. A very small number of replies raised the issue of the loss of four Pay & Display bays on the north side of Rankeillor Street. These concerns were noted but, after reviewing the design, it was decided to retain the original proposal for Rankeillor Street.

The amended design for Clerk Street has resulted in the removal of two Pay & Display bays on the east side of Clerk Street, just north of Rankeillor Street. Overall, on Clerk Street and Rankeillor Street there will be a reduction of two Pay & Display bays, already mentioned, with a corresponding increase in loading facilities.

Route alignment

It was considered by some respondents that the route was not direct enough and suggestions were made that an alternative route should be developed. An alternative route via St Leonard's Lane was considered, however St Leonard's Lane is cobbled and the existing surface was not considered suitable for a family route. The cost to reset the cobbles and bring them up to a necessary standard for the route was considered to be too expensive.

Other comments received were that the route did not go far enough/was unsatisfactory or that it was a waste of money. Given a number of factors, including existing physical constraints we believe that the revised route will be a key link in the Council's Family Network.

It was also suggested that the route should be extended to Pollock Halls. This will be considered as part of a future scheme.

Other changes

To 'protect' the cycle lane from being continually blocked by parked vehicles, it is proposed to replace the short length (~60 metres) of single yellow line on the west side of Hope Park Crescent (between North Meadow Walk Path and Melville Drive) with double yellow lines (no parking or loading at any time).

It was suggested that all streets along the route should be 20 mph. The Council has plans to make all streets in this area 20 mph. [Details on the 20 mph consultation](#) are available.

Other specific design suggestions/observations received were considered as part of the review process.

Next steps

Over the next few months the Council intends to commence the statutory procedures that are necessary for the construction of the cycle route.

Two types of statutory procedures will be promoted - Traffic Regulation Orders (TROs) and Redetermination Orders.

The TROs are required to implement changes to residents and pay & display parking bays, to loading bays on Clerk Street and Rankeillor Street and minor associated changes to yellow line restrictions. They are also necessary to enable implementation of the proposed “no exit” for motor vehicles from Rankeillor Street to Clerk Street.

Minor changes to waiting and loading restrictions will also be promoted on Gifford Park/Buccleuch Street/Hope Park Terrace. The TROs will be available for viewing for 21 days at the end of July/beginning of August.

To construct the cycle route, Redetermination Orders are required to legally change areas of carriageway and footway into ‘Cycle Track’. A Cycle Track is the legal term for an off-carriageway area which is used by cyclists but which can also be used/crossed by pedestrians.

The Redetermination Orders will be available for viewing at the end of June for 4 weeks and details of the Orders will be found on the Council’s website.

One day advertisements in the Scotsman, normally on Friday, will notify the public of the commencement and duration of the TROs and Redetermination Orders’ consultation processes.

You will be able to find details on the [TROs and Redetermination Orders](#) when they advertised.

Any objections received to the Traffic Regulation Orders or Redetermination Orders will be submitted to the 28 October 2014 meeting of the Council’s Transport and Environment Committee for its consideration.

If the Traffic Regulation Orders and the Redetermination Orders are made as scheduled it is expected that the cycle route will be constructed in Spring 2015.

If you wish to comment further on the consultation’s findings please get in touch.