

Edinburgh



# City Centre West East Cycle Link and Street Improvements

Community Links PLUS – Stage 3 Application



**Cllr Lesley Hinds** – Convener of the Transport and Environment Committee

**Paul Lawrence** – Executive Director Place

**Phil Noble** – Active Travel Team Leader

**Adrian O'Neill** – Professional Officer

**Dave du Feu** – Spokes

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# Introduction Cllr Hinds



# More People are Cycling in Edinburgh

- 7.3% of journeys to work by bike in 2014 <sup>a</sup>
- 11% increase in total number of cycle trips 2013 to 2014 <sup>b</sup>

## More investment

- 5% transport budget in 2012-13
- Rising by 1% pa
- **9% in 2016-17**
- **+£1M Community Links Funding**
- **Toward 10% in 2017-18**

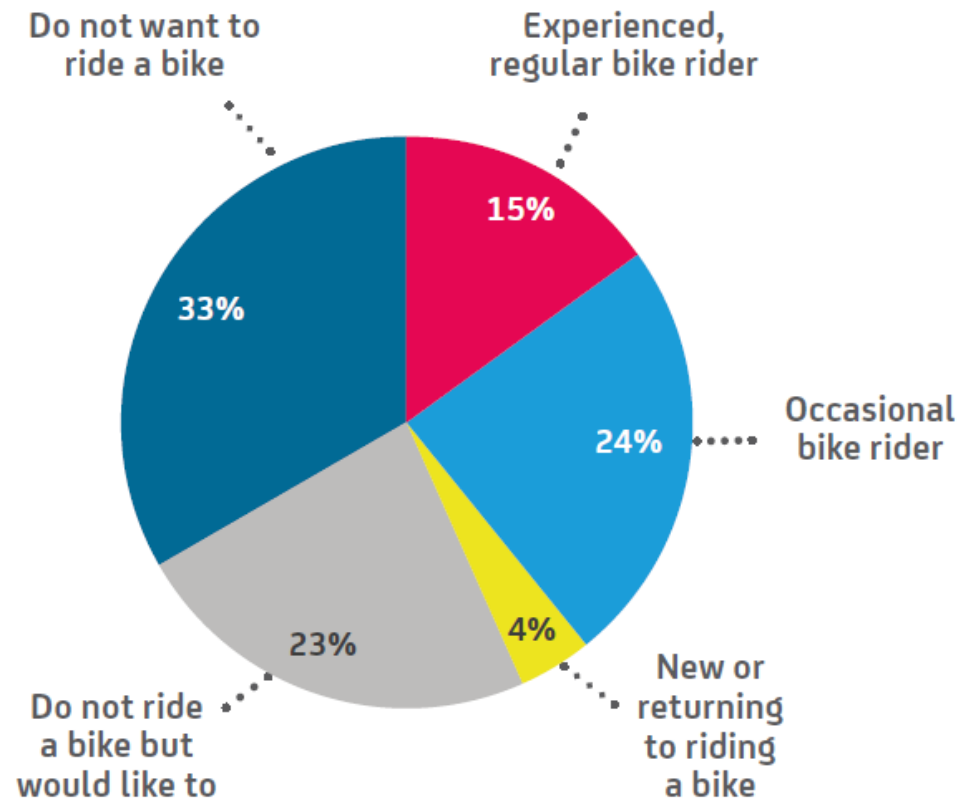
*a = 2011 census factored by automatic counts*

*b = automatic counts*



## Potential for Growth

Answers to ‘how do you see yourself’ question in “BikeLife” project.





## Previous Infrastructure Projects



QuietRoute 10 Leith  
to Portobello



QuietRoute 6 George Sq  
to King's Buildings



NCN1 - Meadows to  
Innocent Railway

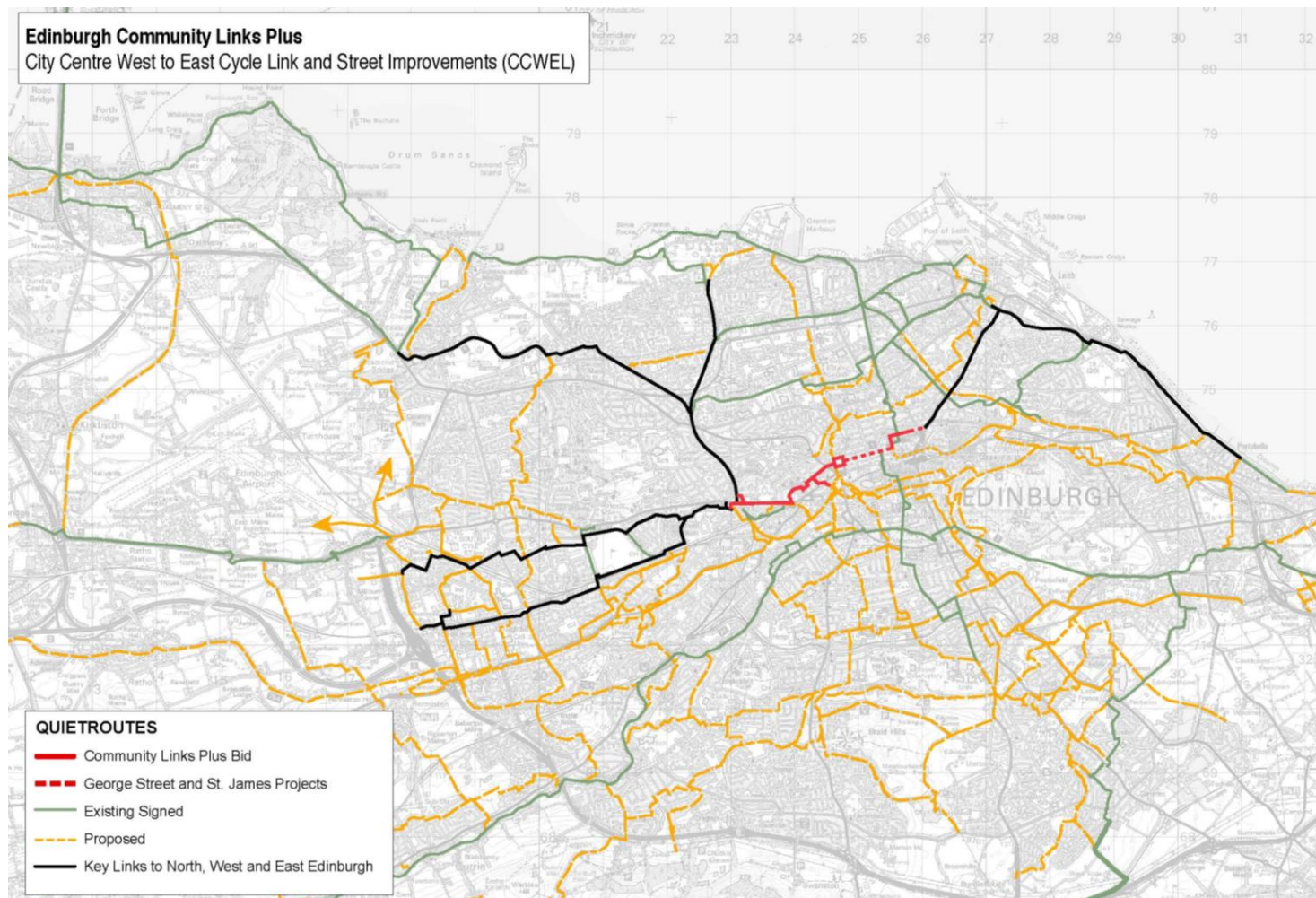
# Why You Should Choose Edinburgh - Summary

- Transformational and truly strategic project
- Innovative design
- Integrate; placemaking, cycling, walking, public transport and smarter measures
- Widen social mix of cycling
- Well advanced already
- True exemplar – deals with the difficult as well as the easy - can demonstrate how to move to 10%

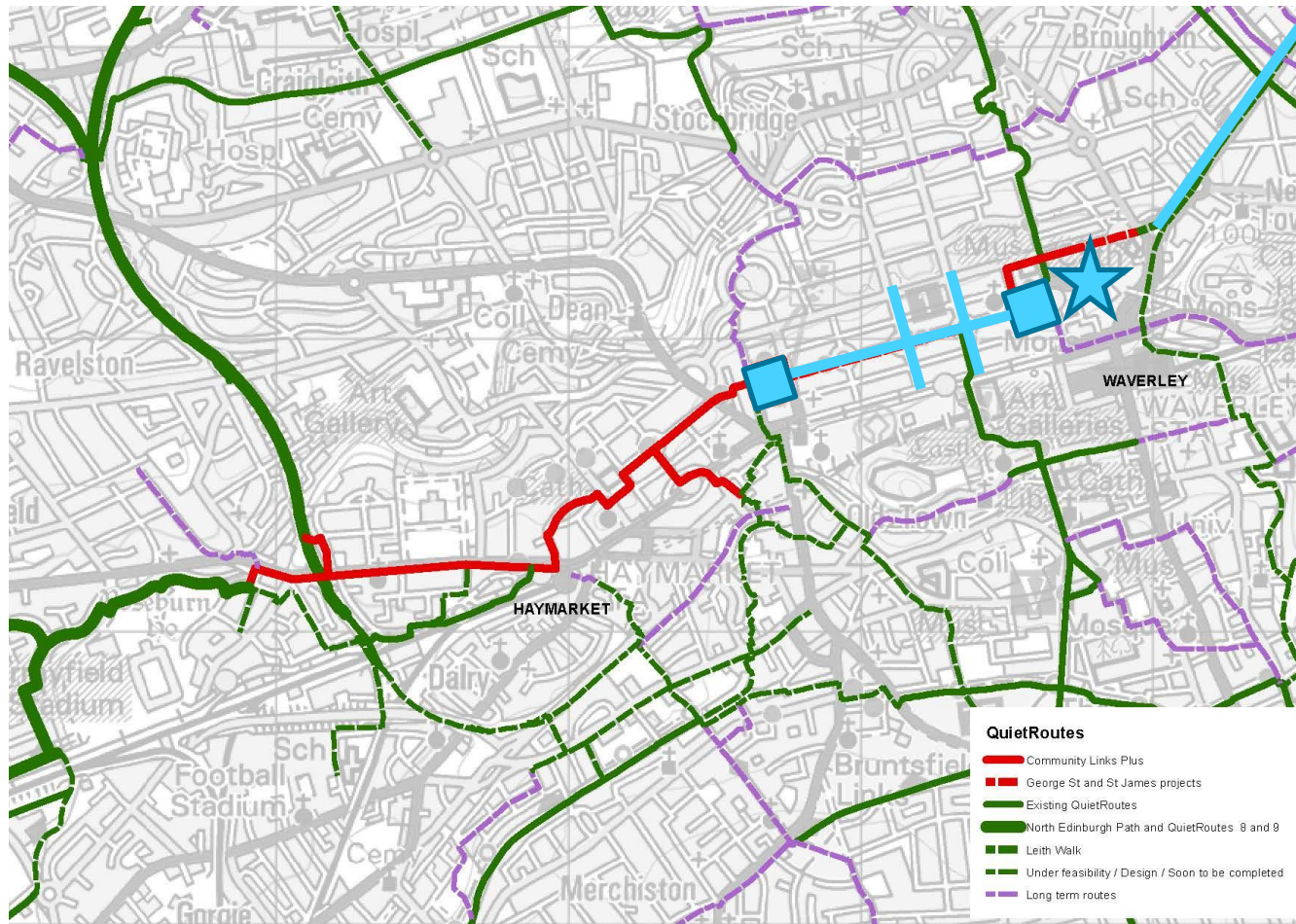




# The Critical Link



# City Centre Vision and Projects





# Campaigner's Perspective

Dave du Feu

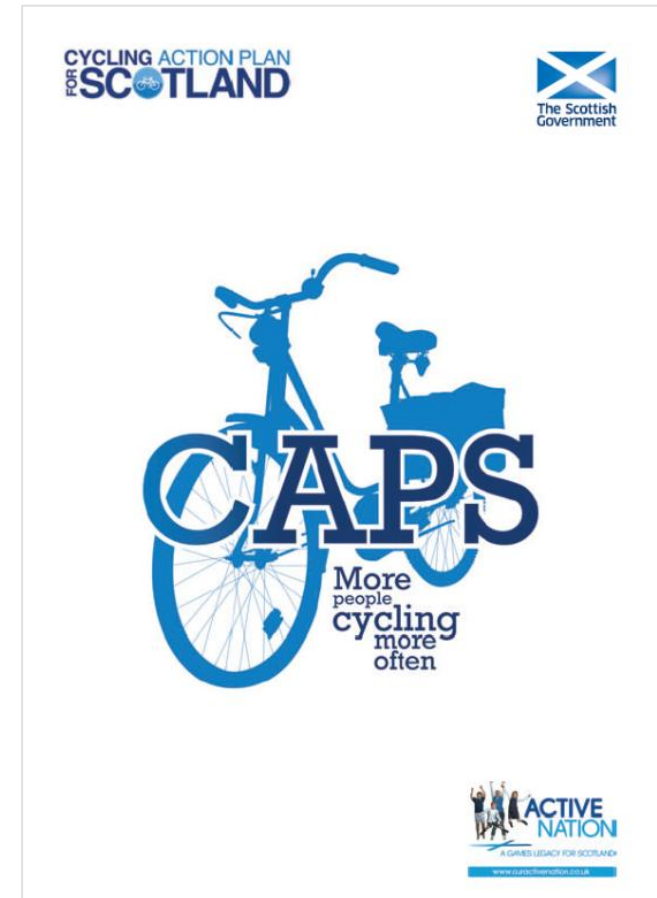
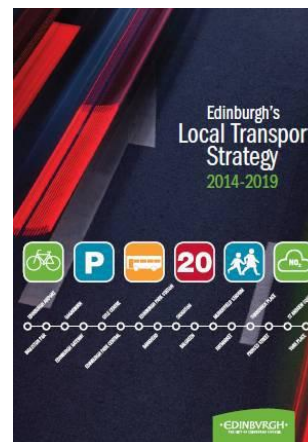


## Our Application

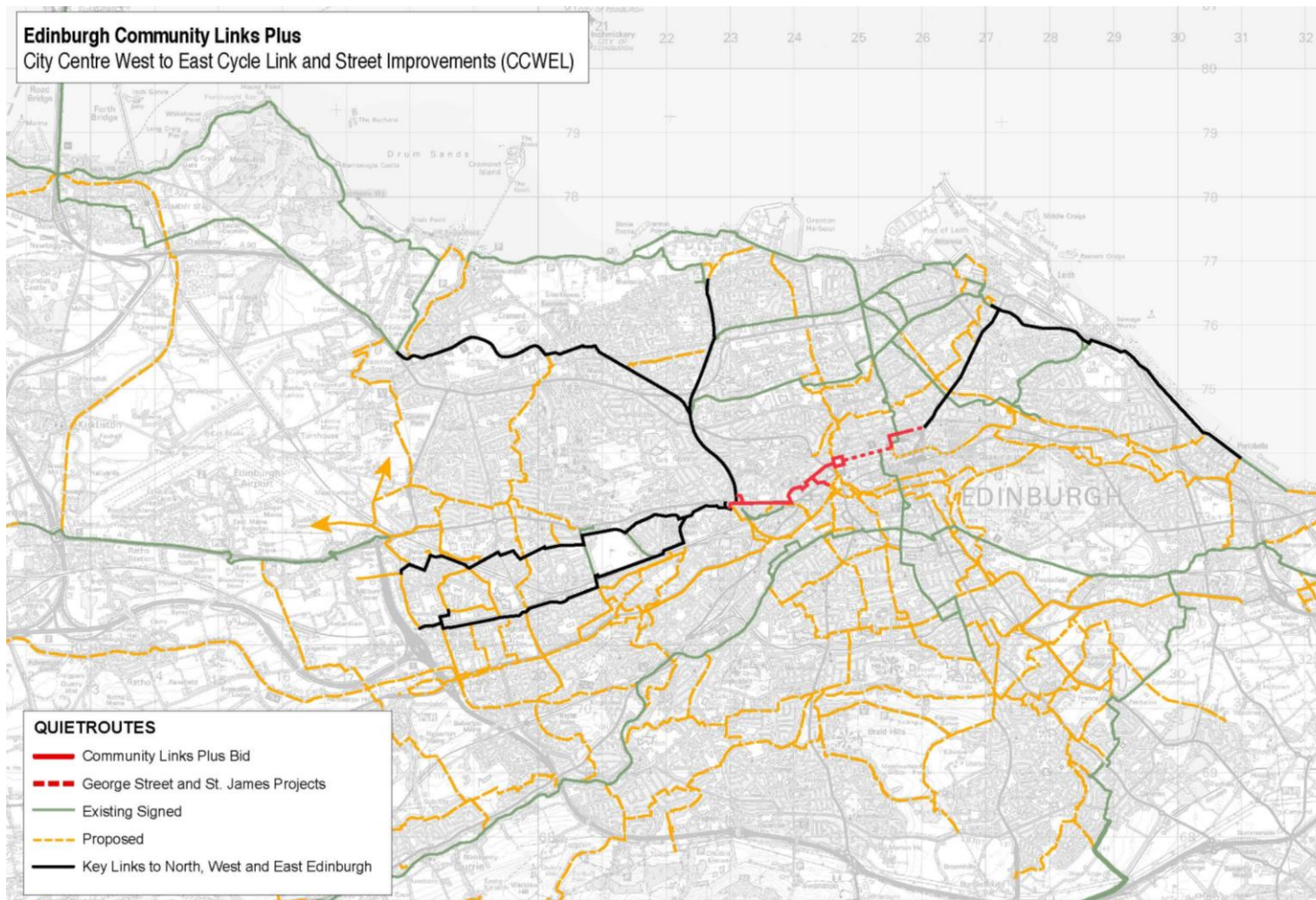
- 1: Project Outcomes and Strategic Vision
- 2: Design – Standards, Quality and Innovation
- 3: Partnership Working and Deliverability
- 4: Integration of softer measures and community involvement
- 5: Monitoring Plan



# 1: Project Outcomes and Strategic Vision



# The Critical Link





# Strategic Objectives and Outcomes

- Strategic Objectives:
  - Improve cycling facilities
  - Enhance conditions for pedestrians
  - Create people-orientated places
- Main Outcomes:
  - Healthier population
  - Better environment and improved air quality
  - Supporting the local economy
  - Better connected and more accessible
  - Inclusive opportunities that allow everyone to travel
  - Making travel in the city safer for all users

# Project Objectives

- Create a high quality cycle route
- Enhance streets as a places
- Improve streets for pedestrians
- Comply with equality requirements
- Complement the tram and bus services and stops
- Enable loading and servicing to take place
- Avoid disrupting through general traffic
- Enable taxis to operate
- As far as possible meet demand for car parking



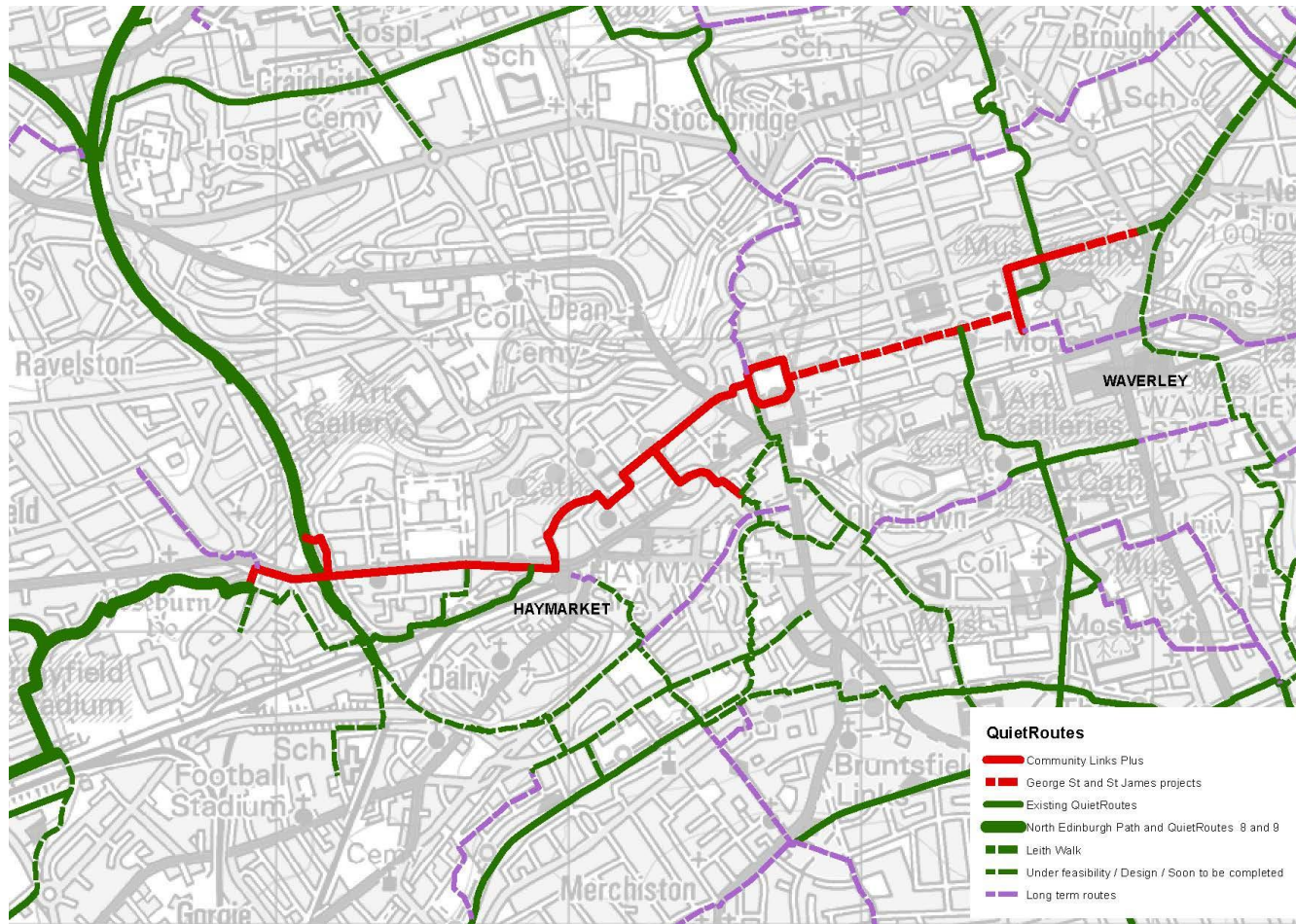


# Business Case

- Strategic, Economic, Management, Financial and Commercial
- Potential to increase cycle trips on the route by 85% = a 15% increase in city-wide cycle trips to work
- Forecast benefits in excess of £22M
- The scheme is expected to achieve a BCR of 3.5



## 2: Design – Standards, Quality and Innovation: The Route



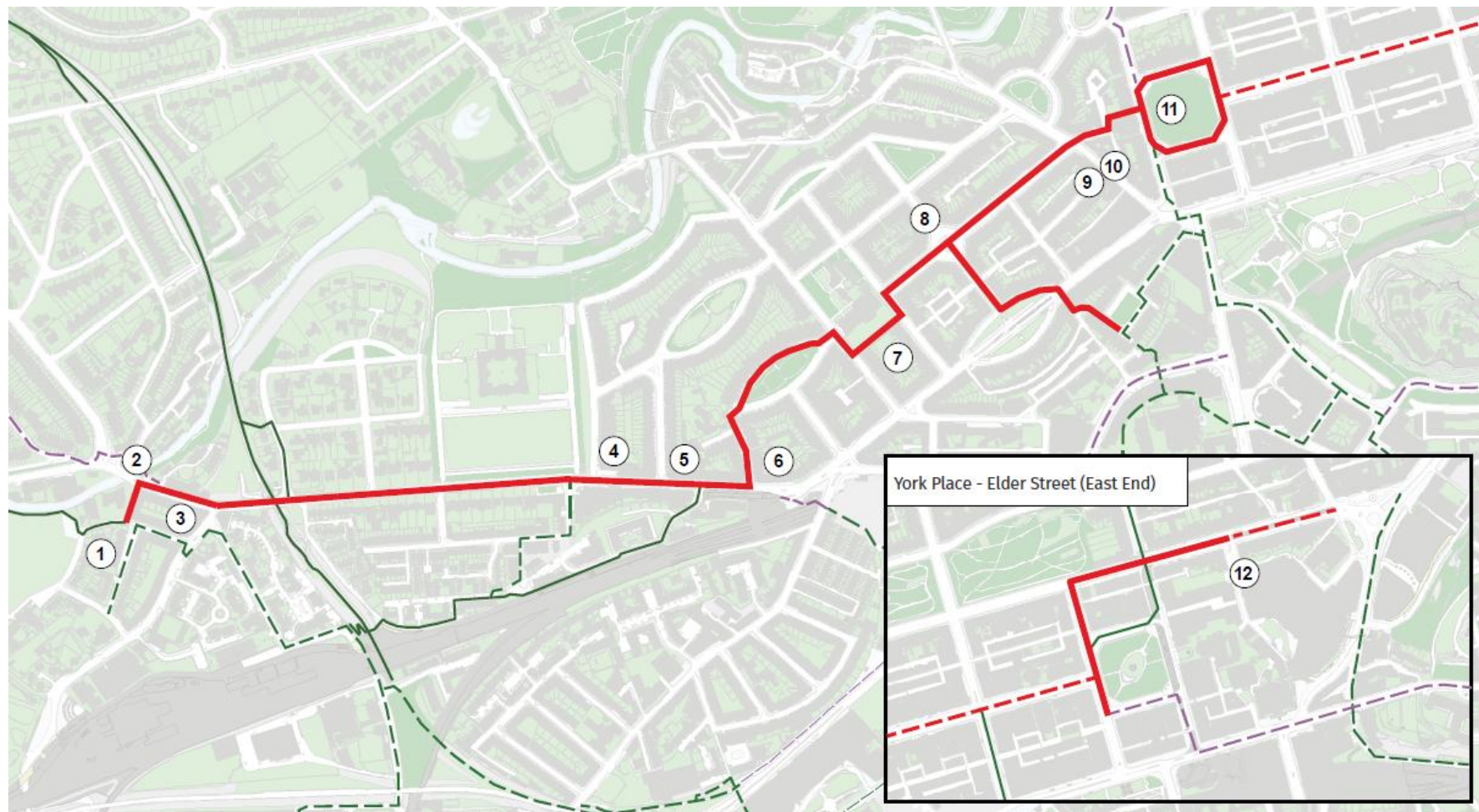
## Quality



- Putting in place Scottish Government 'Designing Streets' policy
- All Streets - not just new developments
- Consolidating all existing Council guidance
- More emphasis on 'place', walking and cycling
- Different priorities for different types of street



# Innovations 1





## Innovations 2



On Foot  
By Bike

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## 3: Partnership Working

- Our ATAP Steering Group Partners



# ***Active Travel Forum***





# Assumptions, Dependencies and Constraints

- Funding
- Legal
- Planning
- Land ownership
- Public and political support
- Operational
- Risk Register

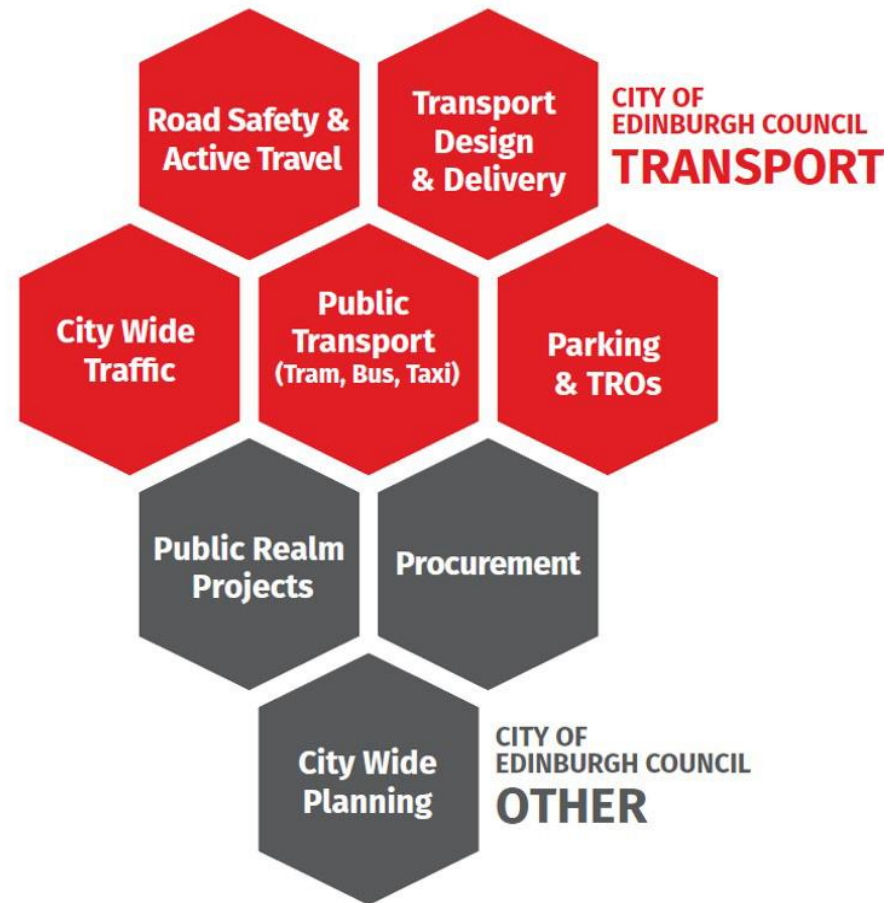


# Governance

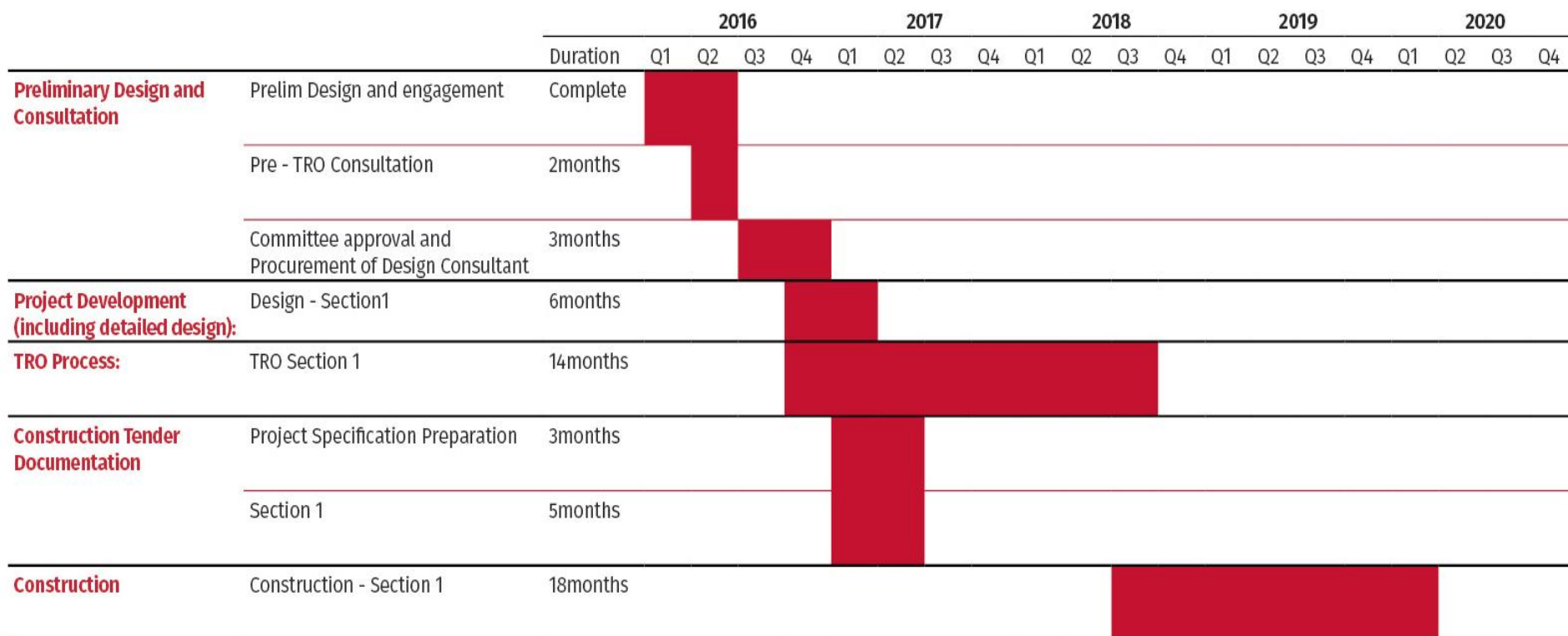
- ATAP Steering Group

## Project Management:

- Steering group
  - Senior chair - Tailored Membership as project evolves
- Project co-ordinator
  - Day-to-day tasks
- Community and Stakeholder liaison
  - Dedicated officer
  - Communications Plan
  - Community Engagement Plan
- Regular political briefings



# Delivery Programme – Section 1





## Delivery Plan - Funding

Funding Source	Amount
CEC Cycling Budget	£2.9M
GAM (St James Centre redevelopment)	£300K
CEC Sub-Total	£3.2M
Community Links PLUS	£3.2M
<b>Total</b>	<b>£6.4M</b>
Additional Spend (Not Matched)	
SCSP (Smarter Choices, Smarter Places)	£120K

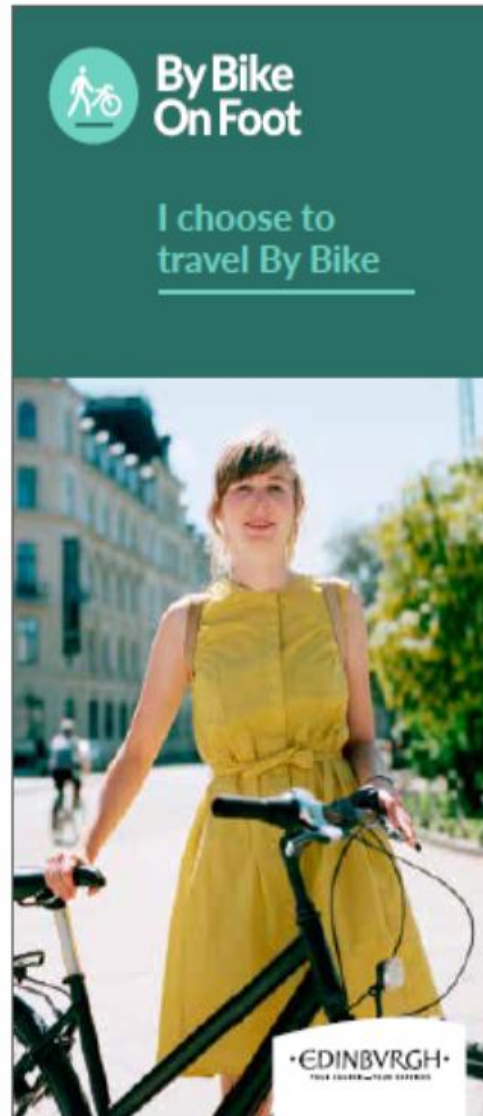
## 4: Integration of Softer Measures and Community Involvement

**Smarter Choices,  
Smarter Places**  
CREATING GREENER TRAVEL

**LOVE TO RIDE**

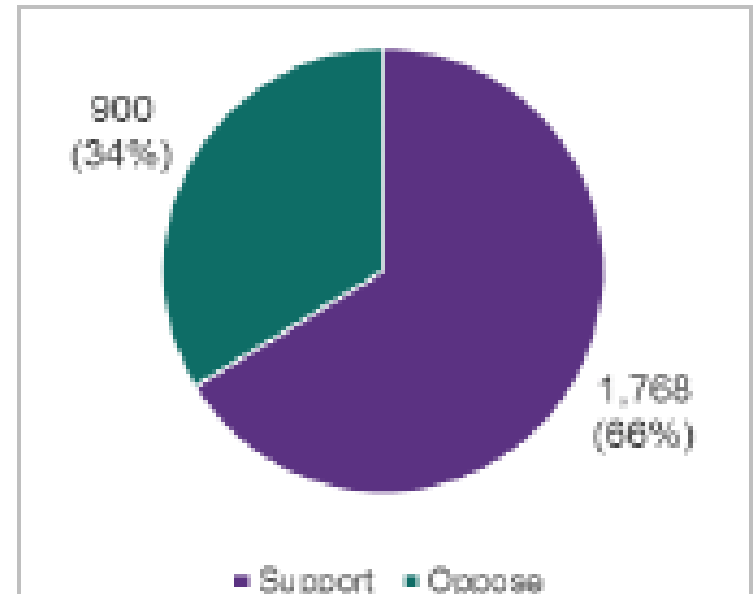
**myPTP**  
a travel plan just for me

**Workplace  
Travel Planning**  
in Edinburgh



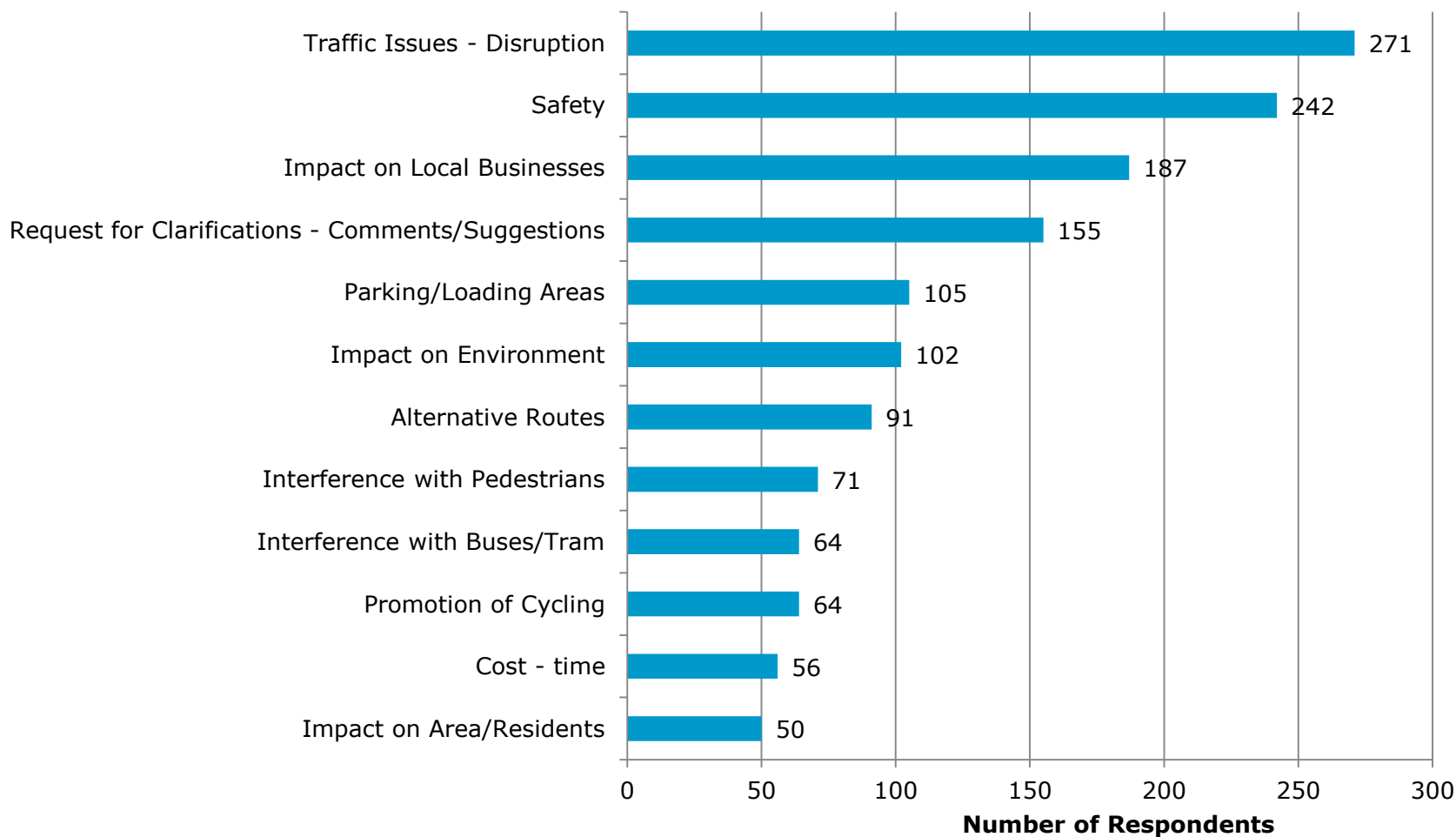
## Consultation to Date - Summary

- Consultation: 16 November 2015 to 1 February 2016
- 10,000 leaflets
- On-street advertising
- Stakeholder engagement
- Public drop-in sessions
- 2,771 responses
- 1,768 support (66%) and 900 oppose (34%) - of those who indicated a preference.

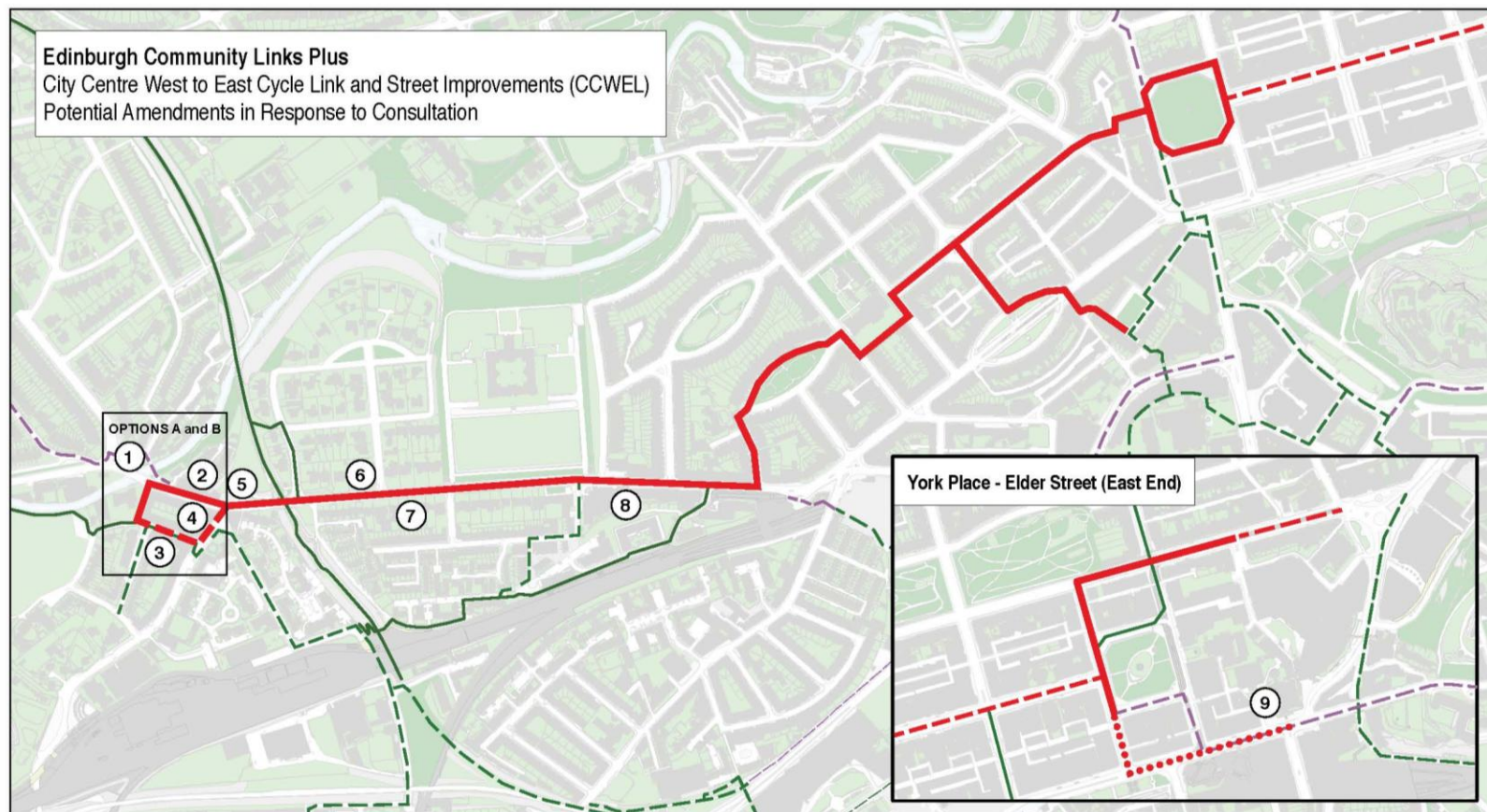




## Consultation Results - Roseburn



# Proposed Responses to Consultation



## OPTION A

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

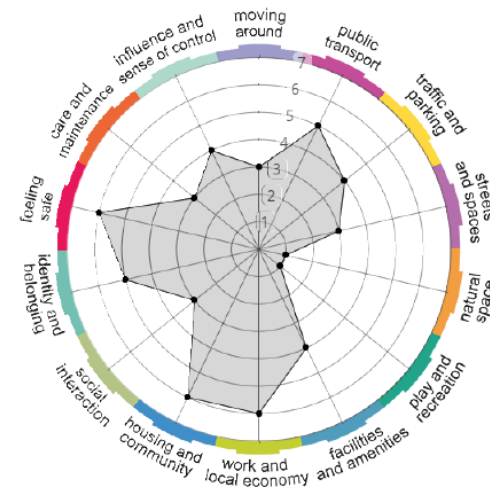
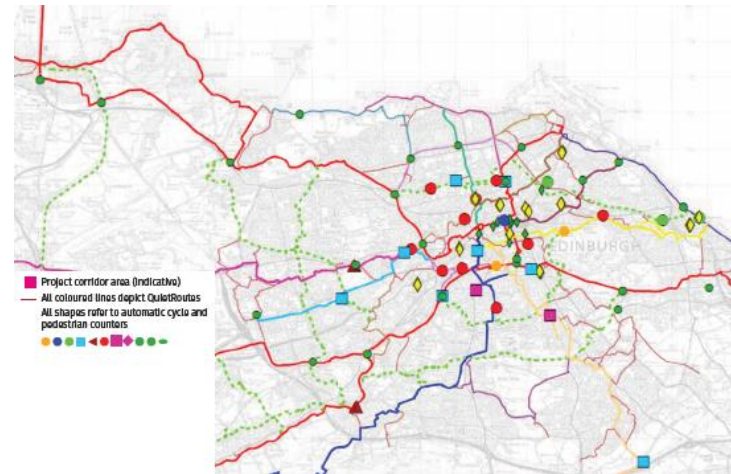
## OPTION B

3. Possible alternative route via Roseburn Gardens.
4. Russell Road / Roseburn Street junction changed to give Russell Road priority. New pedestrian crossings on both streets.

5. Re-introduce westbound left-turn lane into Roseburn Street.
6. Cycleway and eastbound lanes narrowed to allow widening of westbound lane permitting overtaking of stationary buses and reintroduction of same loading.
7. Bus stop re-instated.
8. Off-peak loading bay on South side of Haymarket Terrace.
9. Implementation deferred pending further work.

## 5: Monitoring Plan

- Strong starting position
- Our ambitions
  - 10% of journeys to work
  - Increase women cycling
  - Widen the age-range
  - Reduce casualty rates
  - Improve pedestrian conditions
  - Generate modal shift





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# Your Questions?

