

Edinburgh

City Centre West East Cycle Link and Street Improvements



On Foot
By Bike

Executive Summary



• EDINBURGH •
YOUR COUNCIL - YOUR FUTURE

Introduction

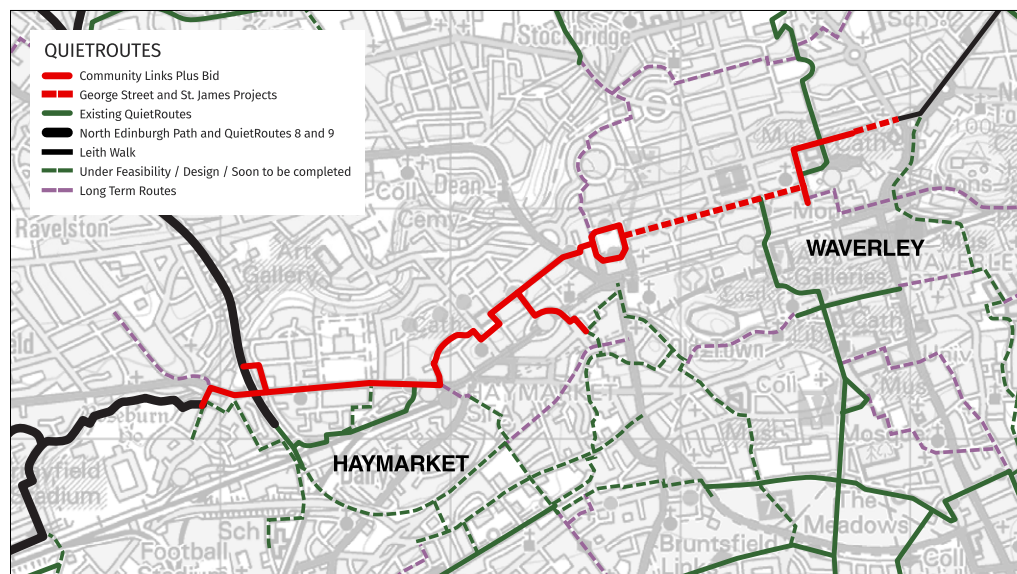
Edinburgh has an extensive range of off-road paths and quiet streets that cyclists, of all abilities, can access in the north and west of the city with new segregated cycle facilities being implemented in the east on Leith Walk, as part of Leith Programme. They provide good accessibility to central Edinburgh but the potential for future growth is limited by the lack of suitable facilities in and around the city centre. Currently, cyclists need to find their own way along main roads within a busy city centre environment, with little protection or direction. It is easy to see why many people choose not to cycle when faced with such conditions and how this poor connectivity undermines cycling elsewhere in Edinburgh.

The introduction of high-quality cycle facilities in the city centre will complete a missing strategic link in the QuietRoutes network and better connect separate routes together. The Council aims to create a first-class west/east route through Edinburgh to link existing off-road paths accessed at Roseburn to new facilities being delivered on Leith Walk. The 'City Centre West East Cycle Link and Street Improvements' (CCWEL), uses a combination of segregated facilities on main roads, quieter side streets, cycle and pedestrian priority at junctions and the creation of human-scaled public places. This project marks a watershed in transport investment in Scotland and will make active travel a practical and attractive everyday travel choice for many more people.

The most challenging section of this route is the area around the A8 corridor between Roseburn and Haymarket, where the road carries high traffic volumes, while the alternative cycle route is circuitous and unattractive to many potential users.

This Stage 3 bid is part of a wider integrated package that was set out at Stage 2 of Community Links Plus. However, having carefully considered the panel's feedback and to ensure deliverability, it is proposed to concentrate on the Roseburn to Leith Walk section for the following reasons:

- It is the most strategic link in the western corridor, indeed in the entire city, linking the north, east and west to the cycle network while connecting them to Edinburgh's premier destination, the city centre;
- This is an exemplar project for Scotland, demonstrating in a challenging urban environment how to solve problems of: cycle segregation at junctions, in busy streets (bus, car, taxi, tram, cycle and pedestrians), with high loading demands, bus stops, taxi ranks and parking within a World Heritage site;
- The scheme is well advanced, with wide community engagement and overall support;
- The scale of the CCWEL is more appropriate to the level of funding available;
- Community Links funding was secured to develop QuietRoutes 8 and 9, thus enabling the wider corridor to progress; and
- It is the key route from which other missing network routes can be cohesively and strategically developed.



Strategic Vision and Outcomes

The Council, through its Local Transport Strategy (2014-2019) and Active Travel Action Plan (ATAP, 2016) is committed to increasing the number of people cycling to work to 15% and for all trips to 10%, by 2020. Similar commitments apply to increase the number of people walking to work to 22% and for all trips to 35% by 2020. The ATAP identified the proposed cycle link as a priority action to enhance connections by bike to the city's most popular and important destinations. Equally, it significantly upgrades National Cycle Network Route 1 and this makes it the most important cycle scheme Edinburgh has ever embarked upon.

The coherence of the QuietRoutes network is of the utmost importance as a single missing link can prevent someone from travelling by bike. The CCWEL is significant as it establishes the final stage of network coherence and connectivity, while providing a step change in the quality of cycle facilities in the city centre. Consequently, it transforms the QuietRoutes and NCN networks making cycling a truly viable, attractive and preferable alternative to the car. This is hugely significant for generating modal shift as the city centre is Edinburgh's main trip generator and separating cyclists from heavy traffic is the biggest factor that will encourage more people to cycle (BikeLife 2015), allowing the large, latent cycle demand to be released. Additionally, CCWEL will move Edinburgh toward its ambition of having one of the greenest, healthiest and most accessible transport

systems in northern Europe (Transport 2030 Vision).

Furthermore, it will re-balance streets where people feel they are being squeezed out by traffic. This project will improve public spaces by widening footways, improving crossing points and allowing people to move freely and easily. Streets will be reclaimed for people to relax, meet-up and enjoy. This will strengthen the invitation to walk to the city centre, spend time outside, enhance community identity, reduce car dominance and improve the local economy.

A significant proportion of Edinburgh's Scottish Index of Multiple Deprivation (SIMD) areas lie in the west and north of the city. The CCWEL would provide these populations with better access to key destinations including educational and employment opportunities. Furthermore, 2016/17 Community Links funding will support the development of QuietRoutes 8 and 9. These routes will directly connect some of Edinburgh's most deprived communities with the city and deliver high quality active travel accessibility for the first time.

The Project

The route consists of segregated cycle lanes on main streets, quiet streets with 20mph speed limits or high quality shared cycleways/footpaths. It links QuietRoutes (11-15) in north Edinburgh, with QuietRoutes 8 and 9 to west Edinburgh and the high-quality segregated facilities planned for Leith Walk and George Street. It will also integrate with major public transport hubs for rail, tram and bus.

The project involves significant public realm improvements, cycle and pedestrian priority at junctions and 'pocket places' in Haymarket Terrace and Randolph Place. Furthermore, CCWEL connects planned public realm improvements for St Andrew Square, George Street and Charlotte Square. Following best European practice, the CCWEL connects these locations, creating a holistic, people-centred, city centre street experience.

The project provides the most significant missing link in the QuietRoutes network and provides major connections to:

- North and north west Edinburgh via the North Edinburgh Path Network;
- Haymarket Station;
- Conference and business districts via Rutland Square;
- City centre retail core and visitor attractions;
- Waverley Station and Waterloo Place via Princes Street; and
- Leith Walk – separate segregated cycleway project.

Day to day financial and procurement matters will be managed by the Council's project manager, in line with standard procedures. A governance structure will monitor progress and report regularly to Sustrans, to ensure the projects ongoing development.

Business Case

The original business case has been updated to reflect the new extent of this project and it presents a strong economic case with the forecast Benefit Cost Ratio (BCR) of between 3.49 and 4.83. The forecast benefits are between £22m and £30.5m. The reputational benefits offer a more attractive place to work, shop and live. With more people-friendly places, commercial footfall is likely to increase and encourage busier shops and safer streets.

Design – Standards, Quality and Innovation

The design approach has adopted the principles of Edinburgh's new Street Design Guidance, the major elements of which are:

- Consider the place first and opportunities for improvements;
- Physical segregation for cyclists;
- Road space reallocation – remove space from traffic and give to cycling;
- Enhance conditions for pedestrians and integrate with public transport;
- Prioritise cyclists and pedestrians over motor traffic at side roads;
- Make it easier for people to cross the road safely;
- Avoid significant delays to public transport;
- Minimise negative impacts on loading and residential parking opportunities; and
- Future-proofing; design with consideration for what might come next.

Innovation is embedded across the project in its people-centred approach and includes the following best practice measures:

- Filtered permeability;
- Parallel cycle / pedestrian crossings;
- Neate Box (for people with disabilities);
- Continuous footways;
- Floating bus stops;
- Public space enhancements; and
- Using the Place Standard to redesign street space.

Going beyond providing beneficial infrastructure links and improving the cycling and walking experience, this project has the potential to be truly inspirational. Its challenging location and the variety of design approaches involved present a unique opportunity to properly demonstrate not just design innovations, but the potential effectiveness of determined investment in cycling and active travel.

Furthermore, the approach of actively engaging with communities and stakeholders, through complementary smarter choices and marketing measures, will be universally applicable to other local authorities in developing future projects. This scale of intervention, combined with effective monitoring, presents the opportunity to build a case study of the effectiveness of combined efforts to encourage urban cycling through investment, which has the potential to reach communities in one of the most populated cities in Scotland.

Partnership Working and Deliverability

The ATAP Steering Group will continue to be involved and includes internal Council services and external stakeholders, including; the NHS, Sustrans, Living Streets, Paths for All and Spokes. As part of the design process a wide range of community stakeholders were consulted. These included residential and community organisations, public services, transport providers and local businesses. There has been extensive engagement with local communities and stakeholders during the initial stages of the project and this dialogue will continue to build consensus and achieve better outcomes.

The Council's current programme is considered to be realistic to deliver. However, there are always risks to the delivery timescales for construction projects, particularly where consultation and Traffic Regulation Orders (TROs) are required. An assessment of these risks has been undertaken and measures to mitigate them have been identified.

Smarter Measures and Community Involvement

As the project progresses, there will be a smarter measures programme to promote walking and cycling in the wider catchment area. This will comprise:

- The Marketing Programme – a targeted marketing campaign;
- Workplace Travel Planning – funded by the Scottish Government's Smarter Choices, Smarter Places (SCSP) programme.

The involvement of communities and stakeholders will create buy-in, increase potential users and produce a sense of community pride in the finished route. The Council will expand stakeholder engagement by facilitating interactive sessions, where further developments to the route can be discussed. In line with the Architecture and Design Year of Innovation, methodologies that inspire communities and stakeholders to be part of the decision making and construction process and take ownership of their local area will be tested.

Monitoring Plan

Edinburgh is in a strong position in terms of its citywide active travel monitoring, for the ATAP and the Bike Life report. This provides a solid baseline for measuring progress toward the project's objectives. A number of measures are already in place to establish the baseline, which will help to measure the impact of the creation of the route:

- Auto-counters – automatic cycle counters are in place on and close to the route and pedestrian counters have recently been installed at key points throughout the city centre.

- CEPATS – City Centre Monitoring Cordon Count for all modes.
- Route User Intercept Surveys (RUIS).
- Street Life Assessments – based around public surveys, placemaking tool and the 12 Gehl quality criteria, before and after surveys will be completed.
- Connectivity mapping – access to public transport stops by bike and on foot will be measured and changes mapped on GIS.
- Place Standard – commitment to continuing this process and this provides an opportunity to measure the progress of the scheme toward meeting the needs of the local community.

Conclusion

The CCWEL aims to use innovative design approaches, put places first and complete the missing strategic link in Edinburgh's active travel network. It will deliver significant improvements to release extensive latent cycle demand, enabling more people to choose to travel by bike for their everyday journeys. The project will enhance the pedestrian experience, as people-friendly streets make it easier to cross the road and better reflect walking desire lines. People-centred placemaking will reclaim our streets for communities and create spaces in which public life can flourish with benefits for people and businesses. Complementary smarter measures will engage communities and promote the route as an attractive way to travel. Partnership working will join projects together and release added benefits leading to better outcomes. This proposal and its supporting documents outlines how Edinburgh intends to deliver these ambitions for the CCEWL.

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Other supporting material submitted with this bid are as follows:

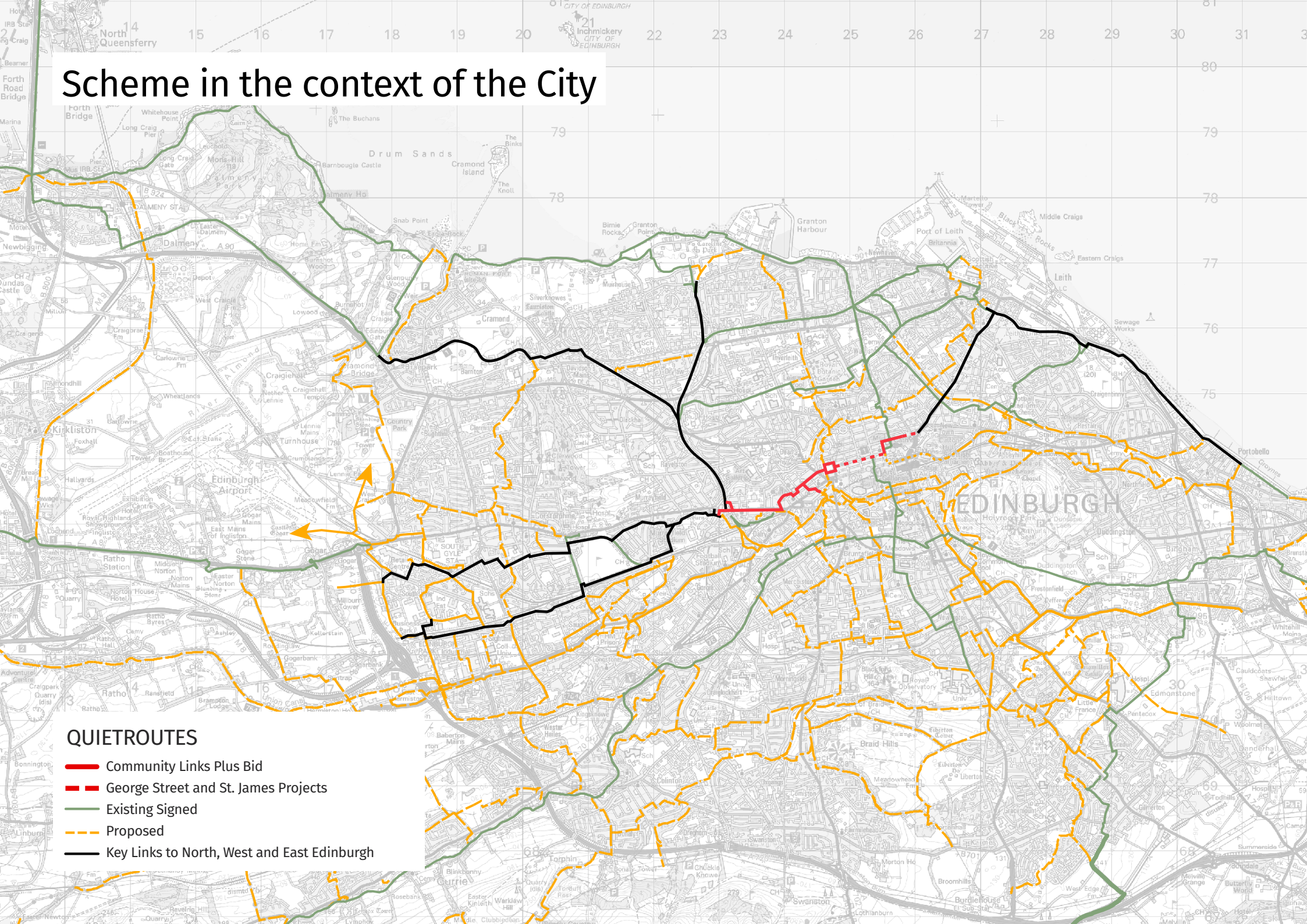
- Business Case
- Cycling Potential Tool Report, including Feedback Report
- Case Studies
- Detailed Scheme Drawings:
 - » 5135105-100-0095 - Sheet 1 – Roseburn to George Street - Roseburn Option A;
 - » 5135105-100-0097 - Sheet 1 – Roseburn to George Street - Roseburn Option B;
Note: Following public consultation options A and B have been developed and are now being taken through further stakeholder consultation, particularly with the business community.
 - » 5135105-100-0091 - Sheet 2 - Roseburn to George Street;
 - » 5135105-100-0092 - Sheet 3 - Roseburn to George Street;
 - » 5135105-100-0099 - Sheet 4 - Roseburn to George Street;
 - » 5135105-100-0100 - Sheet 5 - Roseburn to George Street;
 - » 5135105-100-0101 - Sheet 6 - Roseburn to George Street;
 - » 5135105-100-0102 - Sheet 7 - Roseburn to George Street;
 - » 5135105-100-0079 - Sheet 1 - George Street to Leith Walk;
 - » 5135105-100-0080 - Sheet 2 - George Street to Leith Walk;
- Innovations
- Communications Plan
- Community Engagement Plan (to be read in conjunction with Communications Plan)
Including:
 - » DIY Street Workshop – Melville Street
 - » Place Standard Workshop – Randolph Place
 - » Note on Place Standard Process
 - » Community Engagement and Smarter Measures
 - » Melville Crescent Design Brief
- Consultation Report
- Monitoring Plan
- Cost Estimates, Assumptions, Programme (Delivery Plan) and Risk Register
- Governance (including Internal Project Controls)

Appendices

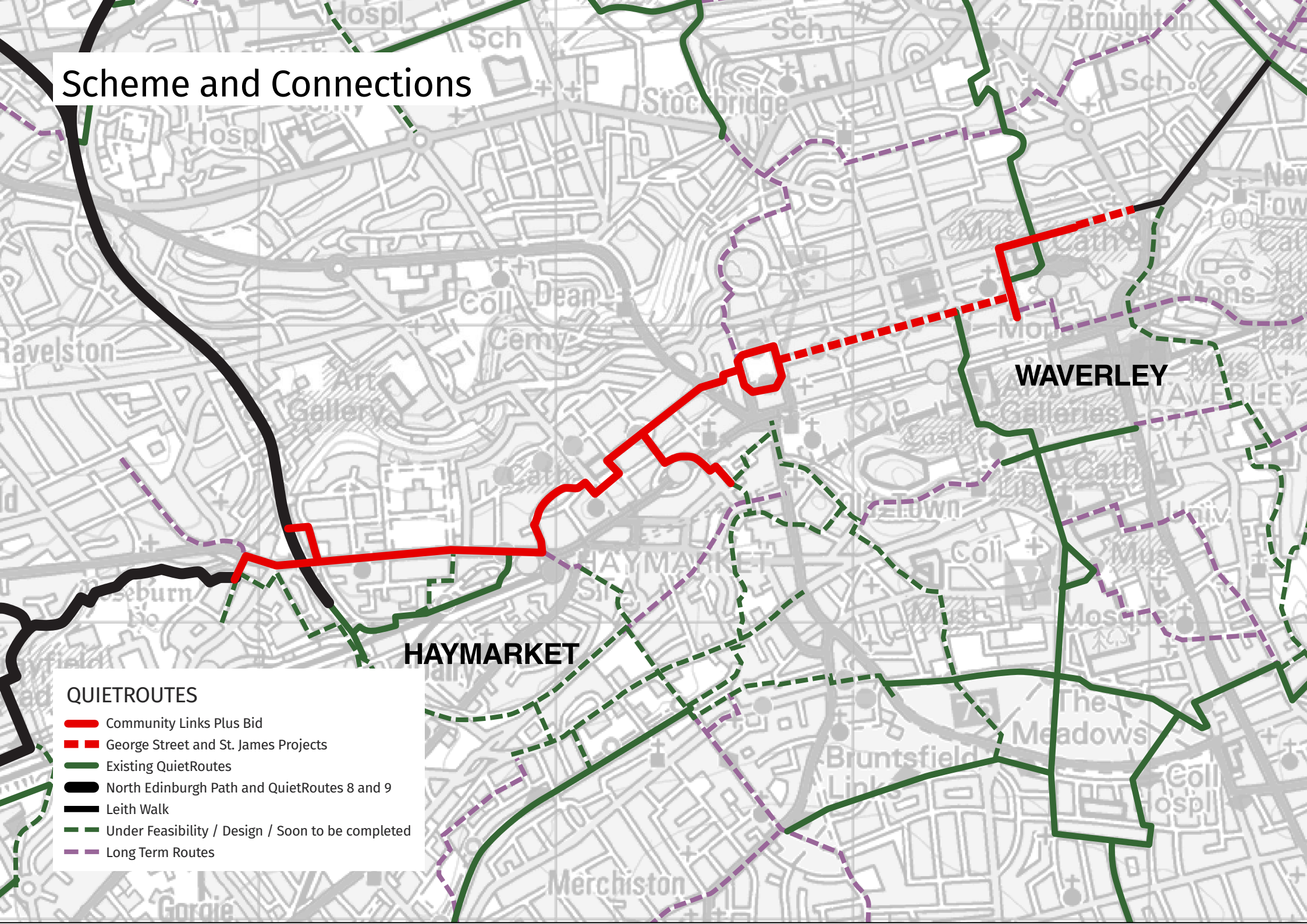
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A Scheme Maps

Scheme in the context of the City



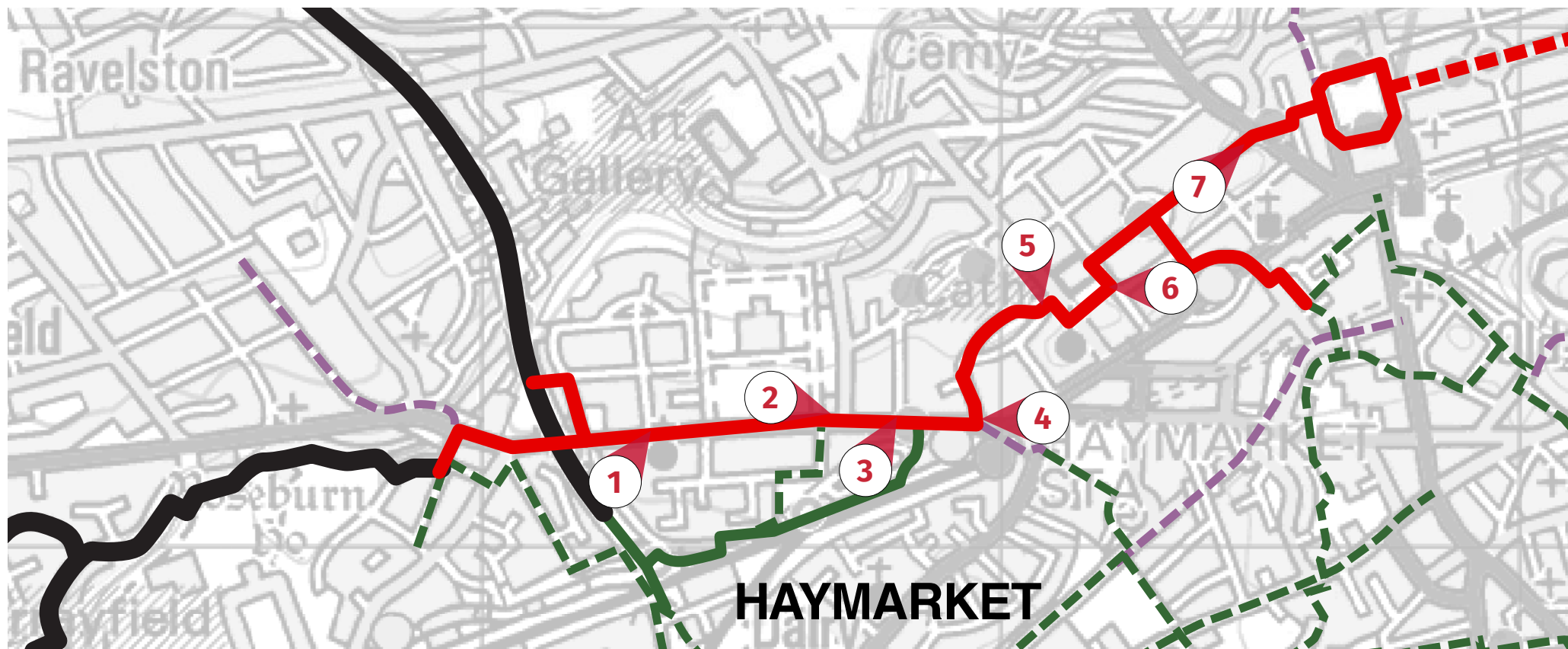
Scheme and Connections



QUIETROUTES

- Community Links Plus Bid
- George Street and St. James Projects
- Existing QuietRoutes
- North Edinburgh Path and QuietRoutes 8 and 9
- Leith Walk
- Under Feasibility / Design / Soon to be completed
- Long Term Routes

B Visualisations



- | | |
|--|---|
| 1 West Coates | 5 Palmerston Place / Grosvenor Crescent |
| 2 Haymarket Terrace at Magdala Crescent | 6 Bishops Walk / Manor Place |
| 3 Haymarket Terrace at Coates Gardens | 7 Melville Street / Randolph Place |
| 4 Haymarket Terrace at Rosebery Crescent | |

1 West Coates



2 Haymarket Terrace at Magdala Crescent



3 Haymarket Terrace at Coates Gardens



4 Haymarket Terrace at Rosebery Crescent



5 Palmerston Place / Grosvenor Crescent



6 Bishops Walk / Manor Place



7 Melville Street / Randolph Place

