

Briefing Note

Roseburn – Leith Walk cycle route and Street Improvements: Consultation results and potential project amendments

Date: 21/06/16

Introduction

The Roseburn to Leith Walk route would connect Edinburgh's 'QuietRoutes' 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 join up 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. It would also deliver significant improvements for pedestrians and in the wider street environment.

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. (See Appendix 1: Roseburn to Leith Walk cycle route – Links to existing 'QuietRoutes' for map.) It would also improve the street environment for other road users, especially pedestrians.

The main components of the proposals are:

- Protected cycle tracks, separated from traffic, for most of the route length. These will allow people from a large part of north and west Edinburgh to reach the city centre on a bike without mixing with heavy traffic.
- Several new pedestrian crossings, including on Roseburn Terrace at Roseburn Street.
- 'Continuous footway' pedestrian crossings of most side roads on the route, giving pedestrians priority over motor vehicles at these locations.
- Improvements to public space in appropriate locations, for example benches and landscaping.

The project integrates with other planned public realm improvements that will include cycling provision on; Charlotte Square, George Street and St Andrew Square.

Consultation on the preliminary designs for the proposals took place between November 2015 and February 2016. Results of the consultation show a high overall level of support, with 67% of over 2,500 respondents supporting the proposals. Many favourable comments also were received, the largest proportion of these related to improvements for cycling and for pedestrians.

However, a number of respondents had concerns about the project. The most common concerns were impacts on congestion, bus services and local businesses. Other specific issues raised regarded the proposal to move the Haymarket Station taxi rank and the potential for pedestrian/cyclist conflicts at bus stops.

Previous Design Work and Summary of Proposals

Previous design work to develop the Roseburn to Leith Walk route has included developing initial route options, producing a preliminary project justification report, preparing outline designs, traffic modelling, objective setting and a series of stakeholder design workshops.

The initial route options study identified three key locations along the route where further consideration was required: Roseburn Terrace; the West End including Haymarket Terrace; and the East End including routes via York Place or Leith Street.

Route options in these areas were assessed against the objectives of the scheme. These covered cycling, pedestrians, sense of place, public transport, traffic/congestion, parking and taxis among others.

The draft proposals were discussed at the Transport Forum on 21 August 2015 and at the Active Travel Forum on 3 September 2015.

As a result of the above processes, a preliminary design of the preferred route was completed and this provides:

- a protected cycleway from Roseburn Terrace to Roseberry Crescent;
- a link via Roseberry Crescent, Grosvenor Crescent, Palmerston Place and Manor Place to Melville Street;
- a protected cycleway along Melville Street with the potential for a public realm improvement project at Melville Crescent;
- a link through Randolph Place to Charlotte Square, where a protected cycleway would lead to George Street;
- protected cycleways from George Street to Picardy Place and to Waterloo Place; and
- routes to Rutland Square and the EICC via Coates Crescent and Canning Street respectively.

An overview of the scheme, also showing potential changes following the consultation, is attached as Appendix 2: Roseburn to Leith Walk Potential Amendments.

Consultation

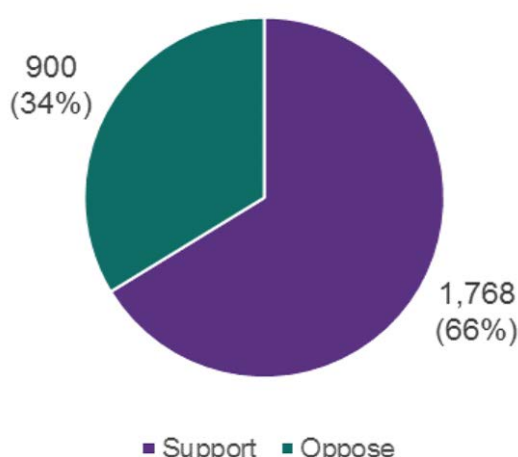
The Council undertook a consultation on the preliminary designs between November 2015 and February 2016. A wide range of activities to raise awareness of the consultation was undertaken, including:

- Leaflets to 10,000 addresses (residential and businesses) in areas near the proposed route - with details of the drop-in sessions and how to respond during the consultation.
- E-mails to stakeholder organisations, including transport operators, neighbourhoods, community councils, resident associations, emergency services, access groups and interest groups such as cycling groups, businesses associations, local school and universities.
- Local Community Council briefings and several well attended public drop-in sessions.
- [Press release](#) issued to local and national media
- Consultation publicised via Council social media channels (Twitter, Facebook & LinkedIn)

There was a large response to the consultation: 2,247 web responses, 118 paper leaflets, 150 emails, 235 letters (215 standard format letters), 20 Stakeholder responses and online petitions both supporting and opposing the scheme.

Respondents were asked for their level of support for the proposed scheme. Excluding 103 submissions that expressed no preference, overall, 66% of respondents to the consultation supported the proposed cycle scheme, while 34% opposed it.

Figure 1: Summary of Public Consultation support/opposition for proposals



Further analysis is detailed in the summary consultation report, which will be available for viewing on the Council's Consultation Hub by 22 June.

Many positive comments were made. Typical examples include:

- “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.”
- “I think any development that would make cycling easier and safer is to be encouraged, both for those already using cycling as a mode of transport and as encouragement and peace of mind for those considering cycling around the city.”
- “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 help improve community cohesion and be a boost to small businesses.”
- “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.”

However, there were also a number of concerns about the proposals. Typical comments include:

- Regarding the Roseburn and Haymarket area, ‘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.’
- ‘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.’
- ‘Why not 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.’

The general concerns regarding the proposals are mainly focussed on the west end of the route, particularly, the Roseburn, West Coates and Haymarket area. The key concerns relating to these areas can be summarised as follows:

- Additional congestion, particularly eastbound at Roseburn Terrace/Roseburn Street junction and westbound on West Coates, including concerns about delays to buses.
- Reduction in loading opportunities for businesses on Roseburn Terrace and Haymarket Terrace.
- Inconvenience caused by local re-location of taxi rank for Haymarket Station.

- Other local concerns in Roseburn, mostly around increased difficulty making various movements by car. The biggest concern related to the closure of the Roseburn Place/Roseburn Gardens junction and the difficulty this would cause for drivers exiting Russell Road bound for Roseburn Terrace.

An overview of all the concerns in each area along the route and of changes proposed in response to these concerns is attached in Appendix 3.

Alternative options for Roseburn

In response to concerns expressed during the consultation, designs for Roseburn have been re-examined and two alternatives are now suggested

Option A retains the route via Roseburn Terrace but reinstates a loading bay on the north side of the street and makes several other changes. It provides the most direct and convenient cycle route and should improve the street environment, but reduces the length of loading bays from the present and removes 2 short-stay parking bays.

Option B takes an alternative route via Roseburn Place, Roseburn Street and leading onto Roseburn Terrace/A8 has been re-evaluated. This route had previously been considered but was not favoured because it did nothing to improve the street environment on Roseburn Terrace and was less direct for cyclists, involving three road crossings rather than one. However the route is a deliverable alternative and with this in mind could be considered if local concerns are felt to be of over-riding importance.

Appendix 4 includes design drawings for both the above options as well as revised proposals for West Coates and Haymarket

Suggested Route Proposal Brought Forward by Local Petition – and response

A local petition has advocated that the route 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.

The Council's aspiration is to make cycling a more attractive travel choice and increase the share of journeys in the city made by bike. The principal reason for bringing forward the current proposals is that they are considered to be a very significant improvement on the existing NCN1 and its connections onwards into the city centre. As such they will be far more effective in achieving the Council's aims. In summary, the Council's proposed route, when compared with the current NCN1:

- is significantly shorter;
- is significantly less hilly;
- is much more obvious,
- has a much higher proportion of its length totally separated from traffic
- avoids Haymarket Yards, which is not up to desirable NCN standards due to sharing space with trams on a fairly narrow and curving road on a hill.

A variant of the petitioners proposed route avoids Haymarket Yards, but in so doing becomes more than 50% longer than the currently proposed route.

Next Steps

Officers are organising further consultation for the Roseburn and Haymarket areas to enable discussion of revised proposals, including 'option A' and 'option B' proposals for the Roseburn area. The further consultation includes:

- A walkabout of the Roseburn area with Murrayfield Community Councillors. Two local businesses have also requested to attend. This will take place on Tuesday 21 June at 5.00pm.
- 1 to 1 business meetings – businesses at Roseburn and Haymarket will be individually visited and consulted regarding the revised designs.
- West End Community Council and New Town and Broughton Community Council briefings (to be arranged).

Following the above consultation events, the project team will consolidate consultation feedback and finalise the preliminary scheme design.

It is planned to present a report on the consultation and a complete preliminary design, **including the alternative options (A&B) for Roseburn**, to the Transport & Environment Committee meeting on 30 August 2016.

Funding

The Council was recently awarded £175,000 by Sustrans' Community Links programme to assist with further design work in the 2016/17 financial year.

The Roseburn to Leith Walk scheme is one of five finalists in Sustrans' Community Links PLUS programme. This competition will award one or two of the projects substantial funding (up to circa £3.6M) for delivery between the 2016/17 and 2018/19.

The project will also benefit from numerous public realm improvements along the route, such as; George Street, St Andrew Square and the extension of the tram to Picardy Place where around £300,000 is being invested in a segregated cycle lane.

Project Timeline

Stage 3 – Detailed Design Phase

Subject to approval by the T&E Committee (30 August 2016)

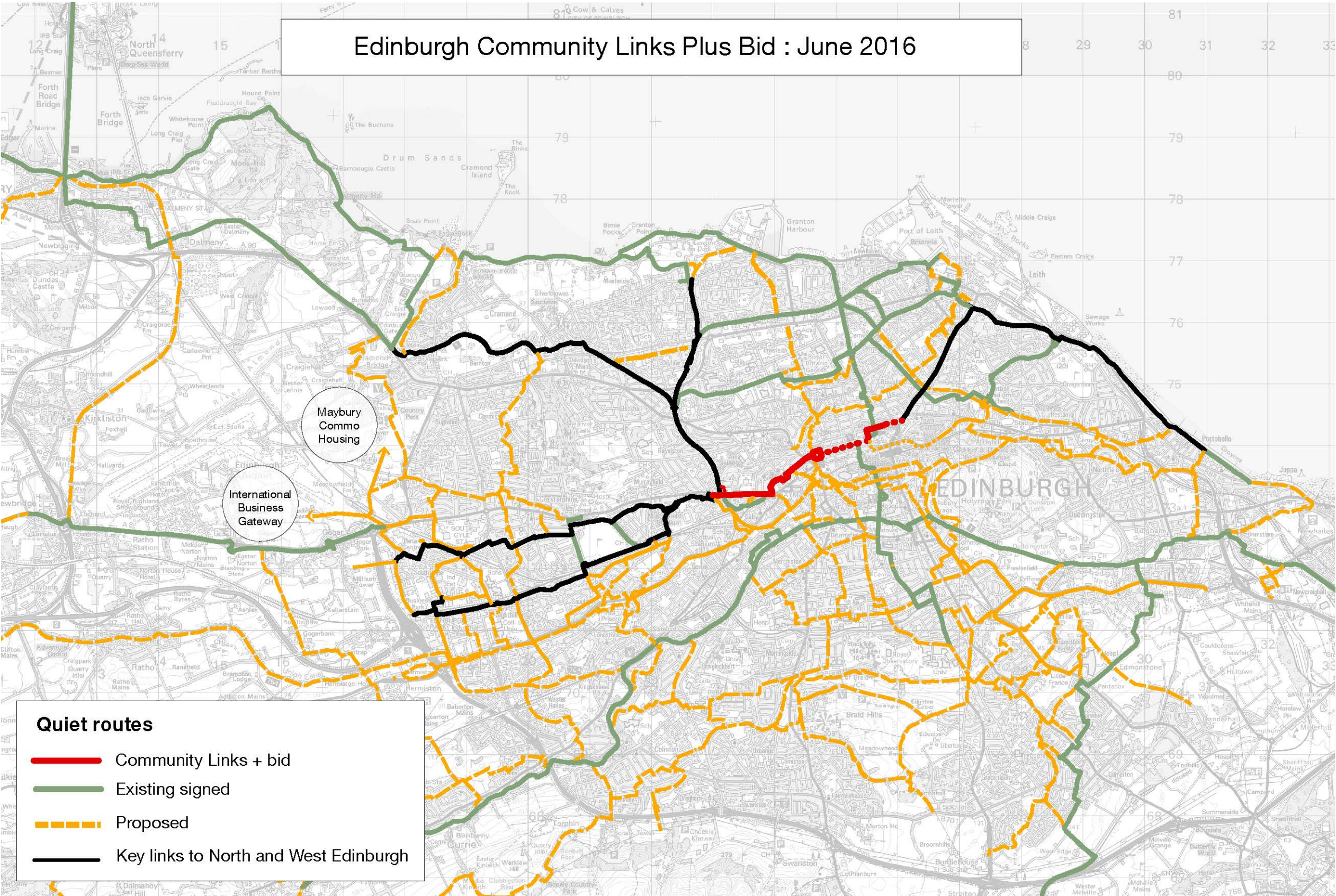
- Detailed Design and Traffic Regulation Orders (August 2016 onwards)

- Statutory Traffic Regulation & Redetermination Order processes (August 2016 onwards)

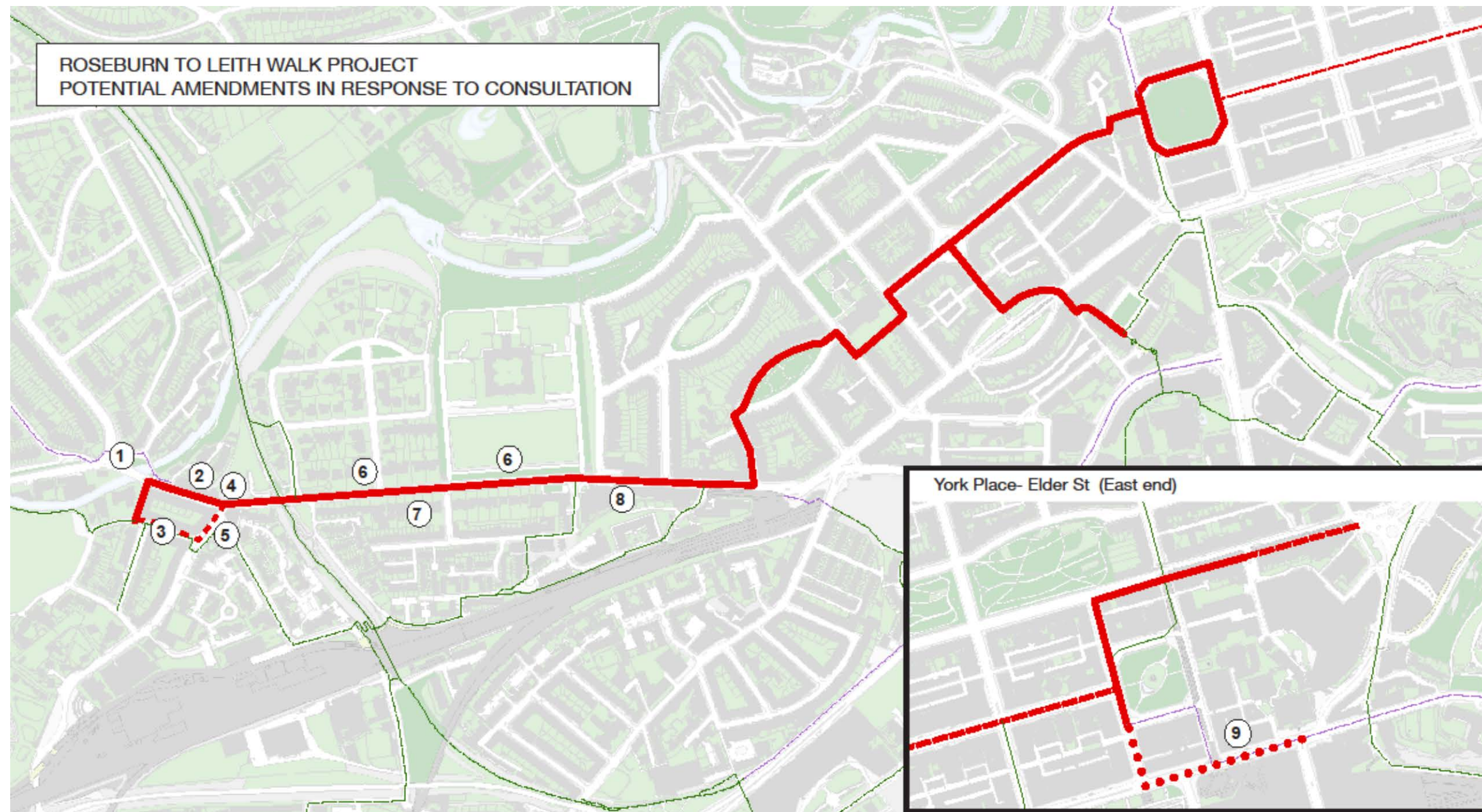
Stage 4 – Construction Phase

Subject to approval of the required legal orders and any other permission and to securing necessary funding, construction of the project could start in the 2017-18 financial year and would be constructed in phases. The exact timing of these phases would depend on available budget and linking construction with other projects along the route. These include the Picardy Place junction remodelling, St Andrew Square and George Street public realm improvements, and various maintenance works scheduled along the route, including in Charlotte Square and York Place.

Appendix 1: Roseburn to Leith Walk Cycle Route – Links to existing ‘QuietRoutes’



Appendix 2: Roseburn to Leith Walk Potential Amendments



OPTION A

1. Widen exit from Murrayfield Ave 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. Re-introduce westbound left-turn lane into Roseburn St.

5. Russell Road / Roseburn St junction changed to give Russell Road priority. New crossings on both streets.

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.

Appendix 3: Key Concerns and Actions Taken by Area

Issue	Location	Key Concerns	Change/action	Comment
Roseburn				
1	Murrayfield Avenue junction	Closure of the two slip roads would cause increased queuing, especially if Murrayfield Avenue has just one lane	Increase in width of Murrayfield Avenue approach to 2 lanes	<p>The closure of slip roads should considerably improve conditions for pedestrians, particularly those who are less able.</p> <p>Modelling suggests widening of Murrayfield Ave approach should avoid any significant change in congestion on this approach. It is now proposed to widen the exit of Murrayfield Avenue on to Corstorphine Road sufficiently to allow simultaneous left and right turns for motor vehicles.</p> <p>This should compensate for the slip road removal whilst still significantly improving pedestrian conditions.</p>
2	Roseburn Cliff bus stop	Interaction between queuing passengers and cyclists and also visibility west from Roseburn Cliff obscured by bus shelter (existing problem)	Bus stop moved west	Removes cycle/pedestrian interaction and also improves sightline west from Roseburn Cliff.
3	North side and south side of Roseburn Terrace	Loss of loading provision	Introduced north side off-peak loading bay and changed south side loading from off-peak to 24hour loading	Responds to concerns about loss of the current loading bay (all day) - see also issue 4.

4	Roseburn Terrace eastbound congestion	Concern that introduction of cycleway would worsen queuing at junction	More surveys and computer modelling of junction conducted	<p>Currently, modelling suggests that there will be an increase in delays in the morning peak though not in the evening peak. However, it is noted that:</p> <p>A) a significant component of this delay is due to the introduction of a new pedestrian crossing across Roseburn Terrace at its junction with Roseburn Street.</p> <p>B) Due to the removal of peak hour loading on the north side of the street, the amount of capacity available for traffic flow through Roseburn Terrace should remain broadly as now. With this in mind, further modelling is being undertaken.</p> <p>In response to local business concerns, initial designs for Roseburn Terrace have been modified to reintroduce off-peak loading on the north side of the street.</p>
5	<p>Roseburn Place and Roseburn Gardens</p> <p>also</p> <p>Roseburn Street and</p>	<p>Proposed closure of Roseburn Place will significantly worsen congestion on the approach to the Roseburn Terrace junction.</p> <p>Leaving the Roseburn Street and Russell Road junction as now will make it extremely difficult to get to Roseburn Terrace at busy times.</p>	It is proposed to retain the closure of the Roseburn Place and Roseburn Gardens junction.	<p>The closure of the junction of Roseburn Place and Roseburn Gardens is to stop the use of this route as a “rat-run” to avoid the Roseburn junction.</p> <p>The closure will dramatically improve the street environment for residents of both streets, improve conditions for pedestrians and is essential to deliver a sufficiently low</p>

	Russell Road		<p>level of traffic ensure that less confident bike users feel safe.</p> <p>The closure of Roseburn Place will mean that less traffic can pass from Roseburn Street and Russell Road towards Corstorphine Road or West Coates.</p> <p>This means there is likely to be an increase in delays on Russell Road and Roseburn Street (northbound), however evidence from recent long periods of closure of Russell Road suggests that a high proportion of traffic is able to divert to alternative routes. Any consequential reduction in traffic on Russell Road and Roseburn Street will improve conditions for local residents, for walking and cycling, and for children accessing Roseburn Primary School.</p> <p>Roseburn Street and Russell Road junction reconfigured to give Russell Road priority.</p> <p>The proposed reconfiguration of the Roseburn St/Russell Road junction, combined with a zebra crossing of Russell Road, should enable a much more balanced flow between Roseburn St and Russell Road.</p>
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Issue	Location	Key Concerns	Change/action	Comment
West Coates				
1	West Coates	Traffic congestion westbound due to stopping buses	Reduce the width of cycle lane to enable an increase in the westbound carriageway lane.	<p>The design for West Coates has been amended to widen the westbound traffic lane and locally reduce the width of the 2-way cycleway.</p> <p>This widening will allow most vehicles to pass stationary buses, will allow overnight loading and will keep the bus stop that was previously proposed for removal.</p>
2	West of Stanhope St	Removal of a bus stop on the south side of West Coates.	Retain all three bus stops.	Please see above.
3	West Coates	Removal of central refuge islands at existing pelican crossings, with concerns that this would make it dangerous for people to cross the busy road, particularly elderly residents from the retirement housing in Sutherland Street.	The signal timings for 'Green man' will be increased to take account of 'single-stage' road crossings. A pedestrian refuge providing an uncontrolled crossing will be retained to the east of Stanhope Street.	<p>There are currently two split pelican crossings and a pedestrian refuge on West Coates. The two pelican crossings will be maintained but with the removal of their central refuges.</p> <p>Although this will make crossing the street take a little longer, the carriageway width will be decreased due to the cycle lane.</p>
4	West Coates	Concerns over removal of parking/loading in the area on local business and hotels.	Incorporate overnight loading	The design for West Coates has been amended to locally widen the westbound traffic lane and reduce the width of the 2-way cycleway. This widening will allow overnight loading.

Issue	Location	Key Concerns	Change/action	Comment
Haymarket				
1	Haymarket taxi rank	<p>Relocation of taxi Rank and the impact on convenience for taxi customers, especially for people with disabilities.</p> <p>Impact on taxi operations due to customers approaching the rank from the rear.</p>	It is proposed to retain the rank in its relocated position.	<p>The proposed relocation of the Haymarket Station taxi rank closer to the junction with Grosvenor St is essential to allow construction of the protected cycleway on Haymarket Terrace. This in turn is essential in order to deliver a reasonably direct route to the city centre. The new location would mean users would no longer need to cross Roseberry Crescent to access it.</p> <p>In order to mitigate the impact of moving the rank, it is proposed to introduce new pedestrian signs to direct passengers to its new location.</p> <p>People with mobility difficulties can use the taxi pick-up/drop-off area immediately in front of the east entrance to the station and discussions are underway with the ScotRail Alliance with a view to introducing clear information for passengers about the use of this facility.</p>
2	Haymarket Station	Concerns that the crossing of tram tracks outside Haymarket Station has not been addressed.	The crossing of the tram tracks is being addressed by another project which is currently being designed.	<p>The project provides an alternative route from Roseburn to the city centre and vice versa enabling the crossing of the tram tracks to be avoided.</p> <p>Cyclists are routed to/from the station via an improved/widened Toucan crossing of</p>

				Haymarket Terrace and then across the tram tracks at 90° (the safest crossing angle) to access the station entrance. Another project is currently under design that aims to improve the crossing of the tram tracks for westbound cyclists approaching Haymarket from Morrison Street.
3	Haymarket Terrace	There was a concern by local business that the removal of loading bays on the south side of Haymarket Terrace would impact their business.	Loading bay reinstated.	The layout of the cycle lane and remaining carriageway has been revised to retain the present loading provision on the south side.

Issue	Location	Key Concerns	Change/action	Comment
West End				
1	Haymarket junction	There is a general concern that the route is not direct enough in this area and should be along Haymarket Terrace, West Maitland Street, Atholl Place and Shandwick Place.	No change proposed.	<p>A route passing through Haymarket junction and along West Maitland Street, Atholl Place and Shandwick Place was explored.</p> <p>The presence of the tram along with numerous bus services and bus stops made it practically impossible, to create a safe segregated cycle route whilst maintaining bus and tram operations.</p>
2	Roseberry Crescent	Roseberry Crescent is not suitable to use as a cycle route. Using Roseberry Crescent is not compatible with the taxi rank	No change. Please see comment.	Roseberry Crescent is considered suitable for the proposed cycle route. In order to reduce traffic on the road and to reduce conflicts between motor vehicles and cyclists,

		location.		it is proposed to make Roseberry Crescent one-way southbound. To avoid its use by queuing taxis a banned left turn lane out of Roseberry Crescent is proposed.
3	Roseberry Crescent; Grosvenor Crescent; and Lansdowne Crescent	Concerns were raised regarding already insufficient resident parking facilities as well as insufficient communal bin provision and that routing the cycle lane would make matters worse.	No change.	<p>The cycle route proposals will not reduce the overall amount of parking or communal bin provision in the streets concerned.</p> <p>The current parking review aims to introduce more shared parking spaces which will improve the flexibility of the parking controls.</p>
4	Bishop's Walk	Bishop's Walk is a private footpath and is owned by the Cathedral and is a pedestrian right of way only.	The Council has been in talks with Cathedral representatives and there is a mutual agreement to use and improve the path to enable pedestrian and cycle use. It will remain in Cathedral ownership but the Council will assume the maintenance obligation.	<p>Proposals have been discussed with Cathedral representatives to route the cycle path via Bishop's Walk from Palmerston Place & Manor Place</p> <p>This would include removal of a short 2-3m section of existing wall on Palmerston Place (Leaving in place the Pillar as a separation between footway and cycleway).</p> <p>Full footway to be resurfaced and edging kerbs replaced. Verge to be cleared and tidied up</p>
5	Melville Street	Loss of parking on Melville Street.	No change.	Although there is a significant reduction in parking provision on Melville street, there is potential to increase provision in neighbouring streets that would compensate for much of this loss. Furthermore the forthcoming parking review will convert many spaces to 'shared use', enabling significantly more flexibility in the use of parking spaces,

				especially for residents' permit holders.
6	Walker Street	Loss of parking due to modifications.	No change; overall there will be more parking provided in Walker Street.	Some parallel parking will be converted to end on, increasing capacity and, as above, the parking supply will be reviewed.
7	Randolph Place	Lack of formal crossing for cyclists/pedestrians on to and across Randolph Place.	Formal crossings will be incorporated into the design of this junction.	A revised design will include a formal crossing for cyclists and pedestrians from Melville Street to Randolph Place. In addition, a formal crossing will be provided for pedestrians to cross Randolph Place.
8	Randolph Place	Concerns regarding the comfort of cycling on cobbles and the suggestion to remove the cobbles in Randolph Place.	An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists.	An innovative solution is proposed to ensure a smooth path for cyclists whilst maintaining the aesthetic quality of the cobbles. It is proposed to lift the cobbles, cut them in half and for them to be re-laid providing a smooth cycling surface. Additionally, new smooth faced stone paving could be provided on the footway.

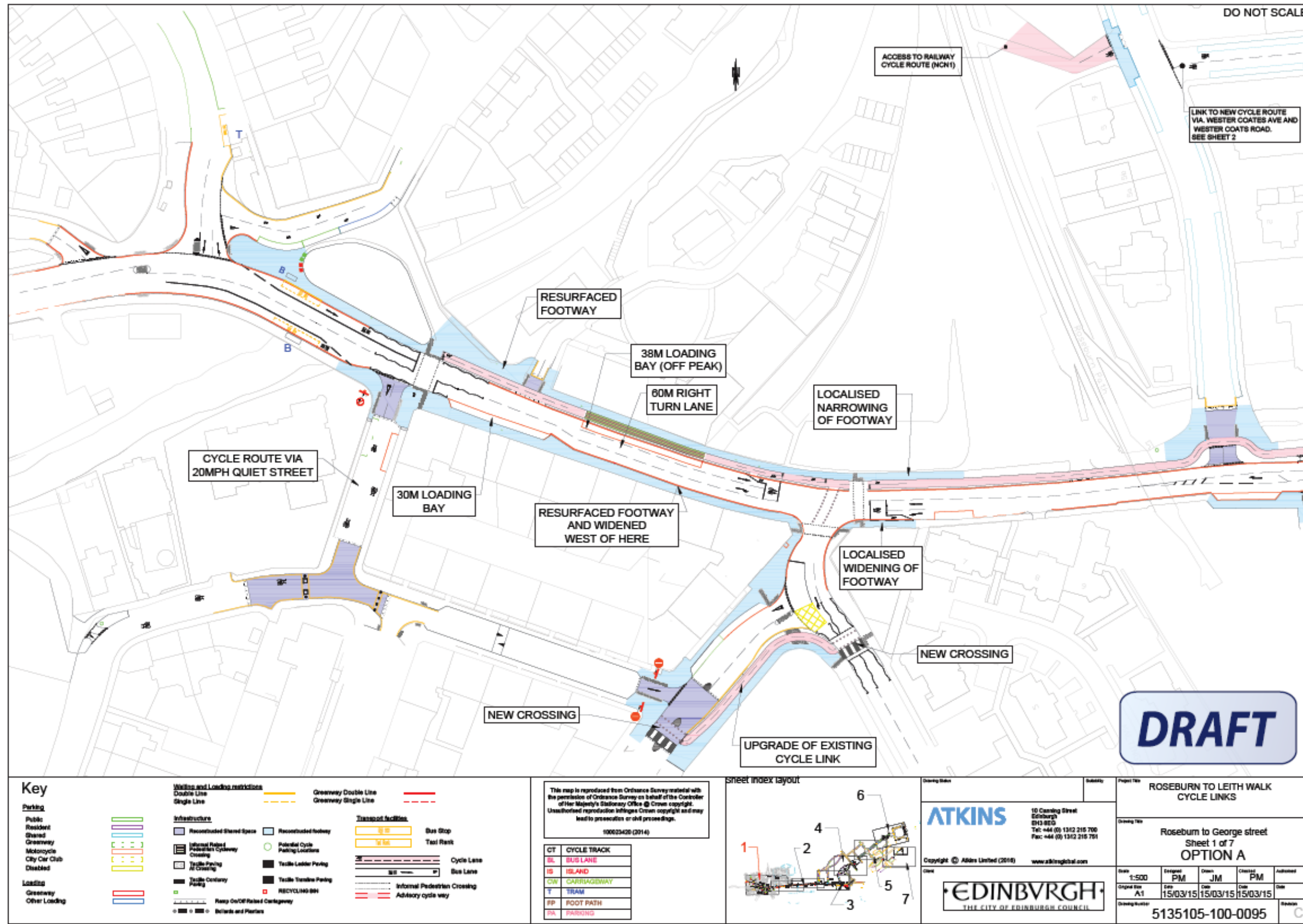
Issue	Location	Key Concerns	Change/action	Comment
Charlotte Square				
1	Lothian Road	Connection with Lothian Road and Lothian Road/Princes Street Exchange.	Potential future link.	It is proposed to take forward the connection from Charlotte Square as a separate project.
2	Charlotte Square	Unclear how the routing through Charlotte Square would look.	The cycle route will tie in with a public realm scheme and amendments include a new pedestrian/cycle zone around the central gardens area.	There are aspirations to undertake major public realm enhancements but these are dependent on private sector funding. Accordingly, an interim solution is proposed which aligns with future aspirations. This includes a significant reduction of on street parking within the square as already approved by the Council.

Issue	Location	Key Concerns	Change/action	Comment
St Andrew Square/Princes Street				
1	South St David Street	Added congestion to buses.	Further design review and modelling. Implementation in a later phase subject to addressing issues.	Modelling showed a cycle route from St Andrew Square to Princes Street would cause delays to public transport and other traffic in this area.
2	Princes Street	Safety/Interference with pedestrians.	Cycle speed limit/surfacing measures.	This is an area busy with pedestrians. Design of the cycleway would seek to make its purpose clear whilst also seeking to encourage cyclists to travel slowly and with consideration.

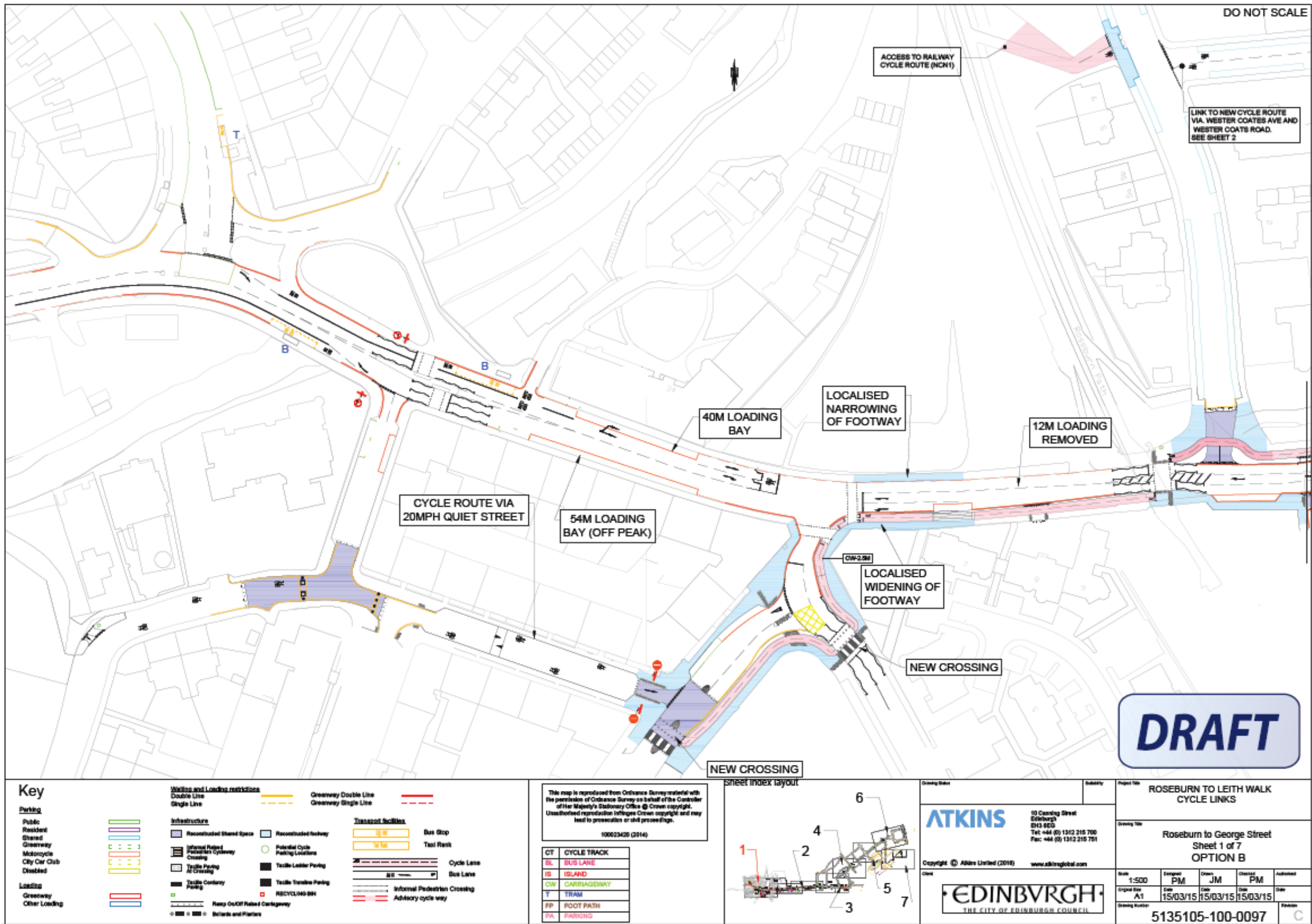
Issue	Location	Key Concerns	Change/action	Comment
St Andrew Square/York Place				
1	Elder Street	Concern over the two stage crossing of Elder Street.	Discussions are ongoing with the St James Centre developers to optimise the junction layout to meet the needs of traffic to/from the car park, cyclists and pedestrians.	Initial designs provided for a straight across movement over Elder Street. However the developers of the St James Centre brought forward a traffic assessment which required extra capacity (road space and signal time) for traffic to/from the car park. The current design is recognised to be a compromise.
2	North St David Street/York Place	Right turn onto York Place is too narrow for cyclists coming downhill.	Design review.	This is a relatively busy corner with pedestrians waiting to cross North St David Street. The design here will be reviewed with a view to encouraging low speeds and for cyclists to give way to pedestrians.
3	York Place	Added congestion of York Place.	Ongoing discussions with the St James Centre developers and tram operators to optimise the layout.	The current proposals have minimal effect on the capacity for motorised traffic movement on York Place. Extension of the tram may allow changes to be made.

Appendix 4: Design Drawings for Roseburn (Options A&B), West Coates and Haymarket Areas

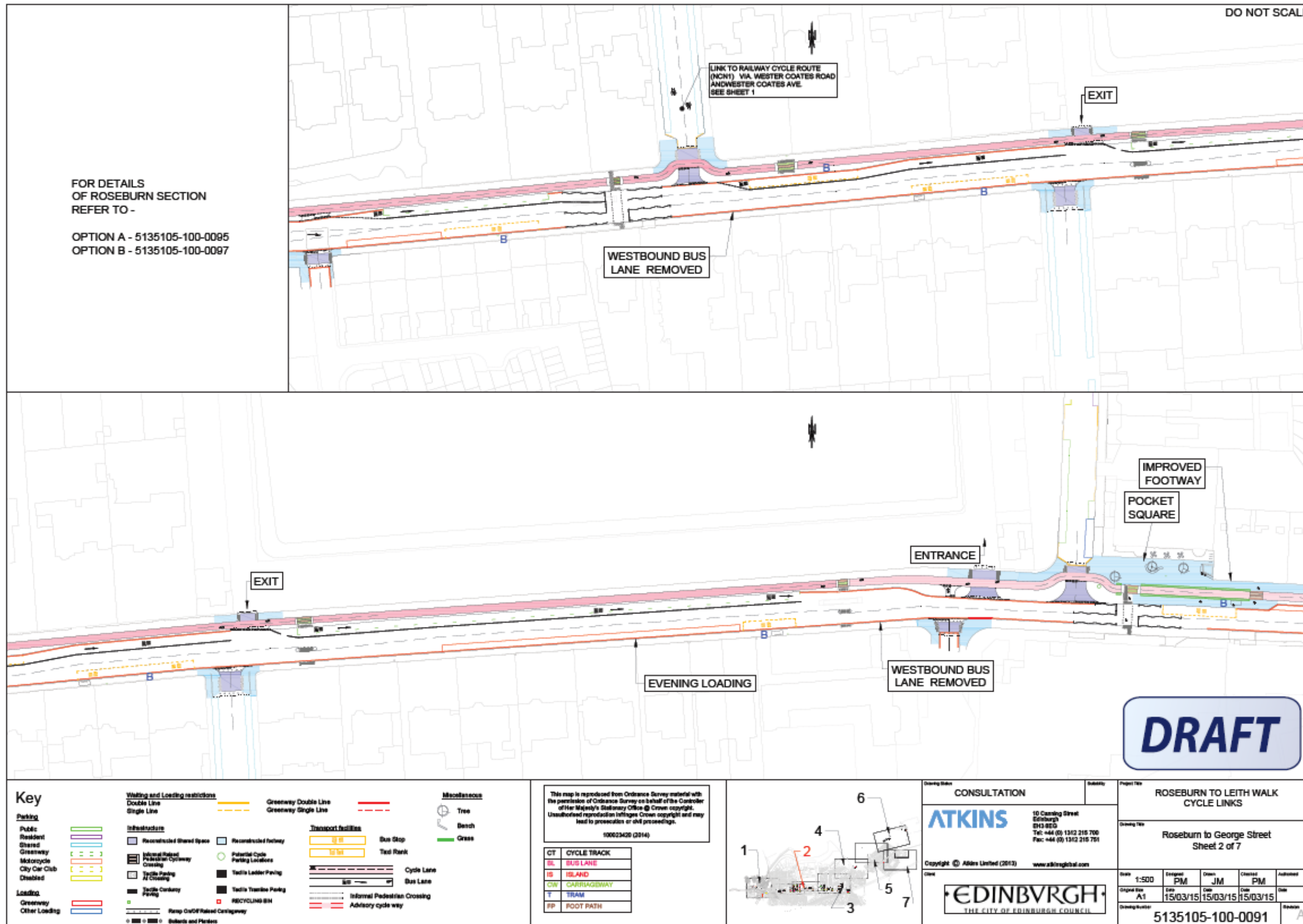
Roseburn area: Option A



Roseburn Area: Alternative Route – Option B



West Coates Area:



Haymarket Area:

