

# Transport and Environment Committee

10.00am, Thursday, 20 June 2019

## City Centre West to East Cycle Link and Street Improvements Project – Section 2 (Haymarket to Charlotte Square, and Melville Crescent to Rutland Street) – Representations to Traffic Regulation Order and Redetermination Order

Executive/routine Wards Council Commitments	Executive 11 – City Centre <a href="#">16, 17, 18, 19, 27, 39</a>
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### 1. Recommendations

- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the representations received in relation to the advertised Traffic Regulation Order (TRO) and Redetermination Order (RSO) and the Council's comments in response;
  - 1.1.2 notes the amendment that is proposed to the advertised TRO to address concerns raised within representations, and agrees that the TRO should be made with these changes;
  - 1.1.3 notes the Council's responses to the TRO representations detailed in Appendix 9, and on this basis sets these aside;
  - 1.1.4 gives approval to make the advertised TRO following the amendment outlined in 4.78.1;
  - 1.1.5 agrees that officials should refer the seven representations which include an objection to the RSO to Scottish Ministers; and

- 1.1.6 notes the thorough and comprehensive Proposed Monitoring Plan in Appendix 10 which presents the intended structure for monitoring the City Centre West to East Cycle Link (CCWEL) to provide information on the outcomes of the project.

**Paul Lawrence**

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## **City Centre West to East Cycle Link and Street Improvements Project – Section 2 (Haymarket to Charlotte Square, and Melville Crescent to Rutland Street) – Representations to Traffic Regulation Order and Redetermination Order**

### **2. Executive Summary**

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- 2.1 The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets.
- 2.2 Section 2 of the CCWEL project runs from Haymarket to Charlotte Square, and includes a spur from Melville Crescent to Rutland Street. The proposals for this section require a TRO and RSO. This report provides details of the statutory consultation for both Orders.
- 2.3 Overall 15 representations to the advertised Orders were received. Of these 11 include objections, and three are letters of support. One is neither an objection, nor a letter of support. None of the representations which included objections have subsequently been withdrawn in response to proposed changes to the design. Of all objections eight include an objection to the advertised TRO and seven include an objection to the advertised RSO. The representations and the Council's responses are summarised in this report, and in Appendices 8 and 9.
- 2.4 Plans showing the current road layout, the proposals as advertised and proposed changes to the advertised Orders to address concerns raised in representations received, are appended to the report.

### **3. Background**

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- 3.1 The CCWEL project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets. The project is being delivered in a number of phases over several financial years.

- 3.2 Section 1 of the CCWEL project runs from Roseburn to Haymarket and involves the introduction of a two-way segregated cycleway on the North side of the A8. The TRO and RSO for this section have been advertised and were approved in part by the Transport and Environment Committee on Wednesday [20 June 2018](#). The objections to the TRO which relate to loading and unloading, and some of the objections to the RSO are subject to a Public Hearing, which is expected to take place later this summer. Following this, and depending on the result, construction is currently programmed to commence early in 2020.
- 3.3 Section 3 of the CCWEL project will connect George Street to Picardy Place via St David Street, Queen Street and York Place, as well as connecting George Street to St Andrew's Square Bus Station. Most of Section 3 is at an earlier stage of development and the Statutory Orders for this section are due to be advertised by the end of the year.
- 3.4 The Orders for a small subsection of Section 3 (Section 3a), which includes the cycleway on York Place from North St Andrew Street to Elder Street, have already been established. This part of the project is due to commence construction during October 2019, in line with the Edinburgh St James development works on Elder Street and the remainder of York Place. This will provide a connection from the National Cycle Network on North St Andrew Street and Dublin Street to Picardy Place.
- 3.5 The CCWEL route will also include Charlotte Square and Charlotte Street. Work is ongoing to update the proposed public realm improvements to Charlotte Square, in order to enable a coherent cycle route through this space and provide safe access by bike from Randolph Place to George Street.

## **4. Main report**

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- 4.1 Section 2 of the CCWEL project is the part of the route between Haymarket and Charlotte Square, which includes a spur from Melville Crescent to Rutland Street. An extensive programme of improvements is proposed, including:
- 4.1.1 new segregated cycling facilities;
  - 4.1.2 improved pedestrian and cycle crossing facilities;
  - 4.1.3 reduced road widths and providing 'continuous footways' at side road crossings;
  - 4.1.4 changes to parking, waiting and loading restrictions;
  - 4.1.5 an upgrade of the Melville Street/Queensferry Street junction;
  - 4.1.6 the closure of Manor Place immediately to the north of its junction with Melville Street;
  - 4.1.7 public realm improvements at Melville Crescent and Randolph Place;



- 4.1.8 pedestrianisation of Charlotte Lane, outwith certain times when access and deliveries will be permitted;
  - 4.1.9 provision of new cycle parking facilities; and
  - 4.1.10 removal of redundant street furniture and reducing street clutter.
- 4.2 In addition, the orders associated with this report will make provision for various other improvements to on-street service provision in the area including:
- 4.2.1 provision of dedicated space for additional recycling bins, and recycling bin locations associated with the Communal Bin Review;
  - 4.2.2 provision of additional Disabled parking bays; and
  - 4.2.3 provision of additional Car Club parking bays.
- 4.3 The preliminary designs for this project were approved in December 2016 by the Executive Director for Place acting on devolved powers from the Transport and Environment Committee. This decision took place following an extensive public consultation.

#### **Provision of Segregated Cycling Facilities**

- 4.4 New segregated cycling infrastructure is proposed for much of the route between Haymarket and Charlotte Lane, including a segregated pedestrian and cycle priority crossing over Grosvenor Crescent at its junction with Palmerston Place, two-way cycleways on Palmerston Place and Bishop's Walk, and one-way cycleways on both sides of Manor Place and Melville Street.
- 4.5 These facilities will be physically segregated from motorised traffic by a kerbed separation strip which will differ in width depending on location.

#### **Changes to Waiting and Loading Restrictions**

- 4.6 A review of all existing loading and parking facilities along the route has been undertaken and a number of changes are proposed in order to facilitate the improvements. These changes will allow more space to be provided for people on foot and bikes, the introduction of better pedestrian facilities and provision of the new cycleway.
- 4.7 The Council appreciates that it is important for businesses and residents to have access to loading facilities. The design process has sought to ensure that these are provided at suitable locations, which balance loading demand with impact on the cycle/pedestrian improvements and on other road users, particularly public transport passengers.
- 4.8 Plans showing the location of proposed loading and parking bays, and their associated hours of operation, as advertised, are provided in Appendix 1. Plans showing updated proposals, including changes which have been made in response to representations received as part of the statutory consultation are provided in Appendix 2.

- 4.9 CCWEL Section 2 has been subdivided into two areas: The Crescents (from Haymarket Station to Bishop's Walk), and The West End (from Bishop's Walk to Randolph Place).
- 4.10 Paragraphs 4.12 to 4.18 detail the changes to parking and loading in The Crescents street by street, while paragraphs 4.19 to 4.22 provide a summary of these changes and their likely impact. Meanwhile, paragraphs 4.23 to 4.44 detail the changes to parking and loading in The West End street by street, while paragraphs 4.45 to 4.49 provide a summary of these changes and their likely impact.
- 4.11 A map, and a high level summary of the changes for both areas can be found in Appendices 7 and 8.

## **The Crescents**

### **Rosebery Crescent**

- 4.12 The core CCWEL route will run along Rosebery Crescent, from Haymarket Terrace to the junction with Grosvenor and Lansdowne Crescents. This road is quiet and will be even quieter following construction, due to the proposal to prohibit entry for vehicles from Haymarket Terrace. As such, there is no requirement for segregated cycling facilities and cycling will be on the carriageway.
- 4.13 Overall parking numbers on Rosebery Crescent will decrease from 25 to 20. The proposals will involve a reduction in Pay and Display Parking spaces in the street from 13 to 7. Meanwhile the number of Residential Permit spaces will slightly decrease from 11 to 10. Two Car Club parking bays will be introduced, and the single Motorcycle bay will be retained.
- 4.14 In addition, there will be a new JustEat Cycles docking station located on Rosebery Crescent with space for 31 hire bikes.

### **Grosvenor Crescent**

- 4.15 Overall parking numbers on Grosvenor Crescent will increase from 59 to 61. There are minor changes proposed to the layout of parking and communal bin locations along Grosvenor Crescent, including the introduction of two additional Residential Permit spaces.

### **Lansdowne Crescent**

- 4.16 Overall parking numbers on Lansdowne Crescent will not change. There are minor changes proposed to the layout of parking and communal bin locations along Lansdowne Crescent, including removing two Pay and Display Parking spaces and introducing two additional Residential Permit spaces.

### **Grosvenor Street**

- 4.17 There is no overall change proposed to parking and loading facilities on Grosvenor Street, though the bays at the north end will be moved slightly to the south to provide room for a proposed raised table crossing.

## Palmerston Place

- 4.18 Overall parking numbers on Rosebery Crescent will decrease from 10 to 6. A two-way segregated cycleway will be installed on the west side of Palmerston Place, between the junction with Grosvenor Crescent and the proposed toucan crossing into Bishop's Walk. This will require the removal of four Pay and Display spaces. The remaining parking bays, which are currently Pay and Display, will be converted to Shared Use.
- 4.19 A summary of the proposed changes to loading and parking facilities in The Crescents is provided in Table 1 below.

**Table 1: Proposed Changes to Parking in The Crescents**

Street	Existing						Proposed					
	Motor cycle	P&D	Permit (Zone 1)	Shared Use	Car Club	Total	Motor cycle	P&D	Permit (Zone 1)	Shared Use	Car Club	Total
Rosebery Crescent	1	13	11	-	-	25	1	7	10	-	2	20
Grosvenor Crescent	-	8	51	-	-	59	-	8	53	-	-	61
Lansdowne Crescent	1	10	42	-	-	53	1	8	44	-	-	53
Palmerston Place	1	9	-	-	-	10	1	-	-	5	-	6
<b>Total</b>	<b>3</b>	<b>40</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>3</b>	<b>23</b>	<b>107</b>	<b>5</b>	<b>2</b>	<b>140</b>

## Overall Impact of Parking Changes in The Crescents

- 4.20 The overall impact of the CCWEL project on parking in the Crescents will be a slight reduction overall, but with an increase in the number of Residential Permit spaces. The number of Pay and Display spaces will reduce from 40 to 23.
- 4.21 Parking in The Crescents is generally well used. A parking survey carried out for the project showed that, on average, the parking in this area was 96% full. There is evidence of excess demand in the mornings and evenings, suggesting that the primary demand is from residents. As such, the increase in Residential Permit spaces is considered to be appropriate. The introduction of five new Shared Use spaces will help to ensure that there is availability for visitors during business hours.
- 4.22 In addition, the introduction of Car Club bays and a JustEat Cycles docking station will help to reduce the need for people to own a car in the surrounding area, as well as the need to drive to the area by private car, helping to reduce the overall demand for parking.

## **The West End**

### **Manor Place**

- 4.23 Overall parking numbers will increase on Manor Place from 35 to 54. The CCWEL project will establish a segregated cycleway on both sides of Manor Place, between Bishop's Walk and Melville Street. This will require the removal of five Residential Permit spaces on the west side of Manor Place, adjacent to St Mary's Cathedral.
- 4.24 At present there are 29 Residential Permit spaces, four Pay and Display spaces, one Motorcycle parking space and one Car Club space. To the south of the junction with Melville Street all of the east side of the street has Double Yellow Line parking restrictions while, to the north of the junction, much of the west side of the street has Single Yellow Line Parking Restrictions. Manor Place is quite wide, and lightly trafficked and it is therefore proposed to provide additional parking spaces in these areas.
- 4.25 The CCWEL project proposals will establish 14 new Residential Permit spaces, resulting in a net increase of nine spaces. In addition, the existing Pay and Display spaces will be converted to Shared Use, and seven additional Shared Use spaces will be introduced. This will mean that the number of spaces available to permit holders will increase to 49, and the number available for the public will increase to 11.
- 4.26 The Motorcycle and Car Club parking spaces on the west side of the street, adjacent to St Mary's Cathedral, will be relocated immediately to the north to provide space for two Disabled parking spaces adjacent to St Mary's Cathedral and West End Medical Centre. In addition, the Car Club space will be enhanced to provide space for two car club vehicles.

### **Melville Street**

- 4.27 Overall parking numbers will decrease significantly on Melville Street from 155 to 79. The CCWEL project will install one-way segregated cycleways on each side of Melville Street for the full extent of the street. To achieve this, all of the central parking will be removed to provide space to build the cycleways on the existing carriageway. Parallel parking on both sides of the street will be retained, and in some places enhanced.
- 4.28 On Melville Street, to the west of Melville Crescent, there are currently 32 Pay and Display spaces in the centre of the road. Under the CCWEL proposals these will be removed and replaced with 11 Pay and Display spaces and 12 Shared Use spaces parallel to the kerb.
- 4.29 Single Yellow Line restrictions will be retained on both sides of the street for a short section, adjacent to the Melville Street Nursery at number 57, allowing parents to drop children off at this location as they do at present.

- 4.30 On Melville Street, to the east of Melville Crescent, there are currently 101 Pay and Display parking spaces and 19 Residential Permit spaces. In addition there are two Car Club parking spaces, and one Motorcycle parking bay. Under the CCWEL proposals, there will be a significant reduction in the number of Pay and Display spaces to 14. However there will be an increase in the number of Residential Permit spaces to 22, and the introduction of 16 Shared Use spaces. In addition, the number of Car Club bays will be increased from two to three.
- 4.31 At present, there are also various areas of kerbside Single Yellow Line restrictions in this area. Generally these will be replaced with parking bays, however a dedicated Loading Bay with space for up to three vehicles will be established on the north side of the eastern end of the street, adjacent to Cairngorm Coffee.

### **Melville Crescent**

- 4.32 The development of designs for the CCWEL project has placed significant focus on improving the quality of the public realm at Melville Crescent and, to this end, a team of design consultants were appointed to carry out a consultation exercise with local stakeholders and develop high quality designs for the public realm in this area based on their input.
- 4.33 Overall parking numbers will decrease on Melville Crescent from 38 to 10. At present there are 26 Pay and Display spaces on Melville Crescent, and eight Residential Permit spaces. In addition, there are two Motorcycle parking spaces.
- 4.34 Under the CCWEL proposals this will be reduced to eight Shared Use spaces, and two Motorcycle parking spaces. This is to provide space for the improved public realm, including significantly more space for people on foot, as well as seating and planting.

### **Randolph Place**

- 4.35 The development of designs for the CCWEL project has also placed significant focus on the public realm at Randolph Place, and with a view to providing significant improvements. To this end, a number of options were developed for consultation with the local community and key local stakeholders.
- 4.36 The CCWEL proposals for Randolph Place are based on the design that was preferred by the majority of those who responded to the public consultation.
- 4.37 Overall parking numbers will decrease on Randolph Place from 21 to 3. At present, there are 15 Residential Permit spaces, and five Pay and Display spaces. In addition there is one Motorcycle parking space. There is also space for Loading for up to three vehicles on Single Yellow Line restrictions on the south side of the road.
- 4.38 Under the CCWEL proposals this will be reduced to three Shared Use spaces on the south side of Randolph Place. This reduction in parking is proposed to provide additional space for significantly wider pavements on both sides of the road. There will also be a dedicated Loading Bay with space for up to three vehicles on the south side of the road.

### **Randolph Lane**

- 4.39 Overall parking numbers will increase on Randolph Lane from 3 to 4. There are currently three Pay and Display spaces on Randolph Lane. Under the CCWEL proposals these will be changed to Shared Use spaces, and an additional space will be provided.

### **Walker Street**

- 4.40 Overall parking numbers will increase on Walker Street from 29 to 46. At present there are 17 Pay and Display spaces and 12 Residential Permit spaces, as well as one Motorcycle only parking space. This will increase to 15 Residential Permit Spaces, and 30 Shared Use spaces. There will be no Pay and Display spaces. The single Motorcycle Space will be retained.
- 4.41 Under the CCWEL proposals, the core cycle route will continue along Melville Street. However a secondary route is being developed southwards from Melville Crescent, which will cross Shandwick Place and provide a connection to Lothian Road and Fountainbridge via Rutland Square. This secondary route will involve improvements to the road layout to enable safer cycling on the carriageway, and will not generally involve segregated cycleways.

### **Stafford Street**

- 4.42 Overall parking numbers will increase on Stafford Street 25 to 30. The CCWEL will make minor changes to the parking layout on Stafford Street. These will include changing six Pay and Display spaces into Shared Use spaces, and introducing three additional Shared Use spaces on the west side of the street, to the south of the junction with William Street.

### **Alva Street**

- 4.43 Overall parking numbers will increase on Alva Street from 38 to 49. The number of Residential Permit spaces will increase from 17 to 24, while the number of Pay and Display spaces will decrease from 17 to six. Five of these spaces will be converted to Shared Use.

### **Coates Crescent**

- 4.44 Overall parking numbers will increase on Coates Crescent from 26 to 32. The number of Residential Permit spaces will increase from 11 to 18. The number of Pay and Display spaces will decrease from 15 to eight, however 12 Shared Use spaces will be introduced.

**Table 2: Proposed Changes to Parking in The West End**

Street	Existing							Proposed						
	Motor cycle	P&D	Permit (Zone 1)	Shared Use	Car Club	Disb	Total	Motor cycle	P&D	Permit (Zone 1)	Shared Use	Car Club	Disb	Total
Manor Place	1	4	29	-	1	-	35	1	-	38	11	2	2	54
Melville Street (West)	-	32	-	-	-	-	32	-	11	-	12	-	-	23
Melville Crescent	2	26	10	-	-	-	38	2	-	-	8	-	-	10
Melville Street (East)	1	101	19	-	2	-	123	1	14	22	16	3	-	56
Randolph Place	1	5	15	-	-	-	21	-	-	-	3	-	-	3
Randolph Lane	1	5	15	-	-	-	21	-	-	-	4	-	-	4
Walker Street	-	3	-	-	-	-	3	1	-	15	30	-	-	46
Stafford Street	-	17	7	-	-	1	25	-	12	8	9	-	1	30
Alva Street	2	17	19	-	-	-	38	2	6	36	5	-	-	49
Coates Crescent	-	15	11	-	-	-	26	-	8	18	6	-	-	32
<b>Total</b>	<b>7</b>	<b>237</b>	<b>122</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>370</b>	<b>7</b>	<b>51</b>	<b>137</b>	<b>104</b>	<b>5</b>	<b>3</b>	<b>307</b>

### Overall Impact of Parking Changes in The West End

- 4.45 In the streets in the West End affected by the CCWEL there will be an overall reduction in the number of parking spaces, from 370 to 307. There will be a significant reduction in the number of Pay and Display spaces, from 237 to 51. However there will be a net increase in Residential Permit spaces from 122 to 137.
- 4.46 In addition, 104 Shared Use spaces will be established, allowing for more efficient use of the existing road space, while the introduction of additional Car Club spaces and additional Disabled spaces will help to reduce the reliance on traditional private cars for those in the area, and ensure that those who need to make journeys by car can do so.
- 4.47 A parking survey carried out for the project suggested that, in general, parking in these streets is not used to capacity. The average number of cars parked on these streets during the day of the survey was 305. There is evidence of light demand in the morning (180 vehicles between 0500–0600), growing through the day (307 vehicles between 1200–1300), with greater demand in the evening (367 vehicles between 1800–1900) suggesting that increasing pressure is introduced by visitors to the area.

- 4.48 There are several instances of offices in the Melville Street area having been returned to their original use as residential properties. As such, Residential Permit spaces are considered an appropriate use of the kerbside where space allows.
- 4.49 Given that this area is very well served by public transport and that the introduction of the CCWEL cycle route will enable people to travel safely and conveniently to the West End by bike, it is considered to be appropriate that the necessary reduction in parking is obtained from the Pay and Display allocation. However, the introduction of 104 Shared Use spaces, along with the Car Club spaces and Disabled spaces, will ensure that those who need to travel to the West End by car will be able to do so.

### **Road Closures and Prohibited Movements**

- 4.50 There are several locations throughout Section 2 of the CCWEL project where the design will include introducing road closures or prohibited movements. These are detailed in paragraphs 4.51 to 4.57.

#### **Rosebery Crescent Lane**

- 4.51 It was originally proposed to introduce a weight restriction on Rosebery Crescent Lane. However following further engagement with Waste and Cleansing Services, and local businesses, it is now proposed to replace this with a sign reading “Route Unsuitable for HGVs”, to allow continued waste collection. This change can be seen in Appendix 2.

#### **Manor Place**

- 4.52 Manor Place will be closed to traffic immediately north of its junction with Melville Street. Designs related to the closure can be seen as part of Appendix 1. This closure is being introduced to allow for a fully segregated junction, enabling people on bikes to safely turn in any direction between these two streets without the need for traffic light controls. This will have the added benefit of reducing through traffic on Manor Place and improving the pedestrian experience of crossing the road.

#### **Stafford Street**

- 4.53 A ‘No Left Turn for HGVs’ restriction will be introduced at the junction of Stafford Street and Melville Street, banning the left turn out of Stafford Street to HGVs. This is because there will not be room to safely make this manoeuvre following the narrowing of the carriageway which is necessary to install the cycleway. Designs related to this restriction can be seen as part of Appendix 1.
- 4.54 Stafford Street is not a heavily used through route, as such the number of HGVs that would be expected to make this manoeuvre at present is small. The restriction is not therefore anticipated to cause significant impacts on the surrounding network.



## **Charlotte Lane**

- 4.55 A part-time closure of the south end of Charlotte Lane will be introduced, between the entrance to the private car park opposite Indigo Yard and the junction with Queensferry Street. Vehicles will be banned from this section of road, except for access and deliveries during the hours of 0500–1200. During these times, the southbound one-way system will remain operational, though an exception will be introduced for cycling.
- 4.56 Access will be maintained to the private car park on the east side of the Charlotte Lane at all times. This will require changing the section of Charlotte Lane, between the access to the car park and the junction with Randolph Place, from one-way southbound to two-way. There will be a priority system, with northbound traffic having priority over southbound at this section.
- 4.57 This proposal was introduced following initial consultation with local residents and businesses on the designs for Randolph Place. During discussions with stakeholders several local businesses suggested a closure of Charlotte Lane. This proposals was then included in a subsequent consultation and was supported by the majority of respondents.

## **Cycle Contraflows**

- 4.58 There are various locations throughout Section 2 of the CCWEL project where existing one-way traffic designations will be retained but exceptions will be introduced for cycling, allowing people on bikes to travel in both directions on these streets.
- 4.59 This arrangement will be established on the following streets:
  - 4.59.1 William Street;
  - 4.59.2 Alva Street;
  - 4.59.3 Stafford Street;
  - 4.59.4 Coates Crescent;
  - 4.59.5 Canning Street;
  - 4.59.6 Rutland Street;
  - 4.59.7 Rutland Square; and
  - 4.59.8 Charlotte Lane.

## **Improved Pedestrian Crossing Facilities**

- 4.60 There are various locations throughout Section 2 of the CCWEL project where pedestrian crossing facilities are being introduced or improved, these are detailed in paragraphs 4.61 to 4.70.

### **Grosvenor/Lansdowne Crescent**

- 4.61 A Parallel Priority Crossing (a crossing where both people on foot and people on bikes have priority over vehicles) will be installed over Grosvenor/Lansdowne Crescent, adjacent to the junction with Palmerston Place. Corner radii at this junction will be significantly reduced and the carriageway will be raised and significantly narrowed to ensure slower vehicle speeds and a comfortable crossing experience. At present this crossing only has dropped kerbs and a central refuge island.

### **Palmerston Place**

- 4.62 A traffic light controlled 'Toucan' Crossing will be installed across Palmerston Place at the point where it meets Bishop's Walk. Palmerston Place is a busy road and currently crossing is enabled only by dropped kerbs and a central refuge island at this point. The proposed Toucan Crossing will allow people on foot and people on bikes to cross the road safely to access the footpath and proposed cycleway on Bishop's Walk, through to Manor Place.
- 4.63 In addition the carriageway in front of St Mary's Cathedral will be narrowed, and raised, slowing vehicles and reducing the distance for people choosing to cross the road at this point. A dropped kerb crossing will also be installed to the north of the junction with Grosvenor/Lansdowne Crescent, adjacent to the access into St Mary's Cathedral north gardens.

### **Manor Place**

- 4.64 Another Parallel Priority Crossing will be installed over Manor Place, adjacent to the junction with Bishop's Walk.

### **Melville Street**

- 4.65 The carriageway on Melville Street will be narrowed significantly, and at several locations informal dropped kerb crossings will be introduced, making it easier for people to cross the road.
- 4.66 In addition, as part of the Melville Crescent public realm improvements, the CCWEL project will make it far easier for people to cross the road on foot while travelling both west-east along Melville Street, and north-south along Walker Street; by reducing carriageway widths, raising the carriageway and introducing a central island on either side of the Viscount Melville statue in the centre of the Crescent.

### **Melville Street/Queensferry Street Junction**

- 4.67 Several improvements will be made to the pedestrian crossings at this junction. These will improve:
- 4.67.1 introducing a pedestrian crossing over the northern arm of the junction, between the north side of Melville Street and Randolph Place;
  - 4.67.2 removing the traffic island in the middle of Melville Street and narrowing the carriageway, to allow people to cross Melville Street in a single stage; and

- 4.67.3 widening the pedestrian crossing on the southern arm of the junction, between the south side of Melville Street and Randolph Place.

### **Shandwick Place**

- 4.68 A central refuge island with associated dropped kerbs will be introduced across Shandwick Place, immediately to the east of the junction with Canning Street.

### **Continuous Footway/Raised Table Crossings over Side Roads**

- 4.69 There are various locations throughout Section 2 of the CCWEL route where the proposals include improving pedestrian crossings over side roads. This will generally involve introducing a continuous footway (where the footway material continues across the side road to provide clear visual priority for people on foot), or a raised table (where the carriageway is raised to the level of the footway, but retains a carriageway surface material).
- 4.70 These locations include the junctions of the following streets, as well as various driveway and other access points:
- 4.70.1 Grosvenor Street/Lansdowne Crescent;
  - 4.70.2 Palmerston Place Lane/Palmerston Place;
  - 4.70.3 William Street/Manor Place;
  - 4.70.4 Stafford Street/Melville Street;
  - 4.70.5 William Street/Walker Street;
  - 4.70.6 Alva Street/Queensferry Street;
  - 4.70.7 Charlotte Lane/Queensferry Street;
  - 4.70.8 Stafford Street/Shandwick Place; and
  - 4.70.9 Coates Crescent/Shandwick Place.

### **Statutory Consultation**

- 4.71 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the draft TRO was advertised between 14/05/2019 and 11/06/2019.
- 4.72 In line with the statutory requirements for consultations being carried out under the terms of the Roads (Scotland) Act 1984, the draft RSO was advertised during the same period.
- 4.73 Approximately 2,600 leaflets were delivered to businesses and residents along the CCWEL route and streets surrounding the area covered by the Orders. In addition, a public drop-in session was held within the local area – at Walpole Hall, St Mary's Cathedral on Monday 20 May 2019. The purpose of these exhibition sessions was to enable members of the local community to view the advertised plans and speak to members of the CCWEL project team before submitting representations. More than 50 people attended including local residents, business owners and staff from surrounding workplaces.

- 4.74 Eight representations were received that included an objection to the advertised TRO, and seven included an objection to the advertised RSO. These representations are summarised in Appendix 8 and detailed in Appendix 9.
- 4.75 The eight objections to specific aspects of the TRO raised within the representations relate to:
- 4.75.1 Communal recycling bins on Manor Place, adjacent to Bishop's Walk.
  - 4.75.2 Communal recycling bin location on Rosebery Crescent
  - 4.75.3 Reduction of parking on Melville Street.
  - 4.75.4 Reduction of parking on Rosebery Crescent
  - 4.75.5 Introduction of Waiting and Loading restrictions on Palmerston Place.
  - 4.75.6 Introduction of Cycle Contra-Flow on William Street, Alva Street and Coates Crescent.
- 4.76 The seven objections to specific aspects of the RSO raised within the representations relate to:
- 4.76.1 Introduction of segregated cycleways in the West End
  - 4.76.2 Routing of cycleway along Bishop's Walk
  - 4.76.3 Routing of cycleway along Melville Street
  - 4.76.4 Introduction of cycleways on Palmerston Place
- 4.77 Three representations were supportive of the proposals. In addition, five of the representations which objected to some aspect(s) of the project, did highlight support for other aspects. The issues raised as positive included:
- 4.77.1 The introduction of segregated cycleways
  - 4.77.2 The increase in Residential Permit parking
  - 4.77.3 Removal of bus stops on Melville Street
- 4.78 In addition, eight representations included suggestions for changes to the TRO and RSO, or general suggestions. Those suggestions which have led to design changes, or the potential for such changes, are outlined below:
- 4.78.1 Allow loading on Palmerston Place.
    - 4.78.1.1 One of the representations included an objection to the proposed restriction to waiting and loading at all times on part of Palmerston Place. It is proposed to alter the design proposals such that, although Waiting will remain restricted, loading will be permitted outside of peak times (from 7:30-9:30am and 4:00-6:30pm). Revised design proposals can be seen in Appendix 2.

- 4.78.1.2 This design change means that there is no requirement for a mandatory public hearing, as this is only triggered if loading restrictions are introduced outside of peak times.
- 4.78.2 Segregated contra-flow cycleway on Canning Street.
  - 4.78.2.1 A representation received from SPOKES (which made clear it was not intended as an objection) suggested the contra-flow cycleway on Canning Street be segregated. Making this change would not require a change to the TRO or RSO as advertised. As such, it is proposed to invite SPOKES representatives to meet to discuss this proposal further, with the aim of reaching a design consensus. Further work is required to fully assess the possibility of segregating this section of cycleway.
- 4.79 The following suggestions were also received, but were not deemed appropriate to be included as part of the project designs.
  - 4.79.1 Relocating proposed communal recycling bins from Manor Place to William Street.
    - 4.79.1.1 The proposed bin locations have been selected based on liaison with Waste and Cleansing Services. This project will not deliver the bins, instead the TRO will provide space for the bins when the Communal Bin Review is delivered. The bin location on the west side of Manor Place will provide communal recycling facilities to residential properties on the west side of the street, without requiring them to cross the road. Those properties on the east side of Manor Place will be served with facilities elsewhere.
  - 4.79.2 Relocating proposed communal recycling bins on Rosebery Crescent closer to the junction with Haymarket Terrace.
    - 4.79.2.1 The proposed bin locations have been selected based on liaison with Waste and Cleansing Services. This project will not deliver the bins, instead the TRO will provide space for the bins when the Communal Bin Review is delivered. It is not possible to move the proposed bin location on Rosebery Crescent further south without removing proposed JustEat Cycle hire station points, Car Club bays, or loading bays provided for businesses on Haymarket Terrace.
    - 4.79.2.2 The JustEat Cycle hire station, and the Car Club bays have been located here to enhance the transport interchange opportunities at Haymarket, and locating them close to the train station is important for this.

- 4.79.2.3 The loading bays are subject to the TRO for CCWEL Section 1, which is subject to a public hearing, and as such it is not possible to amend these.
- 4.79.3 Removing proposed speed humps on Grosvenor Crescent, and extending proposed parking bays.
  - 4.79.3.1 These speed humps will play a dual purpose in that they will slow vehicles down, and provide indicative crossing points for residents accessing the gardens, and indeed level crossing points for people with mobility impairments. To this end they have been located at the gates to the garden.

## 5. Next Steps

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- 5.1 In accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, if a representation is made objecting to the advertised TRO on the grounds of removing loading provision outside of peak time and the representation is not withdrawn, a public hearing is mandatory. This hearing should be conducted by an independent Reporter appointed in accordance with the requirements of the 1999 Regulations.
- 5.2 If Committee approves the recommendations in this report, officials will make the TRO, including the amendment outlined in paragraph 4.78.1, and thus no public hearing will be required for the TRO.
- 5.3 If Committee approves the recommendations in this report, except 1.1.2 and instead decides to progress the TRO as originally advertised, officials will request that the Scottish Government arranges the necessary public hearing at the earliest opportunity. A further report on the outcomes of that process will then be brought to Committee.
- 5.4 If the advertised TRO is deferred to await the outcome of a public hearing, this could delay implementing the improvements by between nine and 18 months. Therefore, under this scenario, in order to allow the scheme to proceed without undue delay, it is recommended that the Committee set aside all those representations which do not relate to loading, and give approval to make the Order in part. This will allow the Council to expedite the delivery of this phase of the scheme, omitting the specific area referred to in paragraph 4.78.1 where loading related representations have been received. This location is shown in Appendix 3.
- 5.5 For the area which would, under this scenario, be omitted from the Order in part, the proposed way forward would be as follows:
  - 5.5.1 Continue discussions with the objector.
  - 5.5.2 Assuming the objection remains outstanding, contact the Scottish Government to request a Public Hearing.
  - 5.5.3 The objector will be notified of the Public Hearing date in advance.

- 5.6 In accordance with the requirements of the Roads (Scotland) Act 1984, all representations to a RSO must be referred to Scottish Ministers. It is therefore recommended that the Committee agrees that Officers will refer to Scottish Ministers all representations which were received. The process that Scottish Ministers use to reach their conclusion on the RSO is at their discretion. They may decide to hold a public hearing to consider the representations but this is not a mandatory requirement.

## **6. Financial impact**

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- 6.1 The Council was awarded £0.175m, by Sustrans' Community Links programme, to assist with further design work in the 2016/17 financial year. This was match funded from the Council's Capital Cycling Budget.
- 6.2 The Council was subsequently awarded £0.150m by Sustrans Scotland's Community Links programme to assist with further design work in the 2017/18 financial year. This was also match funded from the Council's Capital Cycling Budget.
- 6.3 From 2018/19 Sustrans Community Links funding is available to fully fund the design and development aspects of Capital projects, without any requirement for match funding.
- 6.4 The Council was awarded circa £0.550m, towards continued design and project development from Sustrans Scotland for the 2018/19 financial year.
- 6.5 The Council has applied for funding from Sustrans Scotland for 100% of the remaining costs of design and a contribution towards the cost of construction of the CCWEL project, on a match funding basis, in financial years 2019/20, 2020/21 and 2021/22.
- 6.6 The remaining costs for project management, design and site supervision for the CCWEL project, through to project completion, are approximately £1.2m.
- 6.7 The initial costings exercise which was carried out in 2015 provided an estimated total cost for the construction of the CCWEL project (excluding George Street) as approximately £7.2m.
- 6.8 This cost has been updated following development of detailed designs, and various changes to the proposals which have been made in response to the Edinburgh Street Design Guidance – specifically around the footway surface material for High Streets within Conservation Areas. The result is an increase in the estimated project costs, largely due to the proposed use of natural stone for footways in Roseburn, Haymarket, Randolph Place, St Andrew Square and York Place.

- 6.9 The overall Capital Cost for construction of the CCWEL is now estimated at approximately £11.5m. Of this overall figure, the cost for delivering the changes associated with these orders (ie: the construction cost for Section 2) is approximately £5.0m. Of this, £1.8m is for the placemaking improvements associated with Melville Crescent.
- 6.10 Though Sustrans Community Links funding allocated for construction requires a 50% match, Sustrans allows Local Authorities to 'pool' their match funding across the Council area. This 'pool' may include Council Capital expenditure on active travel related schemes, Section 75 or Section 56 Developer contributions towards active travel related schemes and active travel investment made directly by third parties within the Council area.
- 6.11 As part of the Edinburgh St James development, a significant investment has been made in Active Travel infrastructure at Picardy Place, Leith Street and York Place. Sustrans has agreed that approximately £5.8m of this investment can be included in the Council's match funding contribution to the CCWEL project.
- 6.12 In addition it is anticipated that there will be a financial contribution of £0.3m from the Edinburgh St James development, and a contribution of £0.105m from the Donaldson's School development, through Section 75 contributions.
- 6.13 As a result, the Capital investment for the construction costs of the CCWEL project which is required from the Council is estimated at approximately £2.4m, significantly less than 50% of the overall costs. This is summarised in the following table:

	<b>CCWEL Construction Costs</b>	<b>Requested Sustrans Contribution</b>	<b>Predicted CEC Contribution</b>	<b>Section 75 Contribution</b>
<b>19/20</b>	£3.22M	£2.43M	£0.69M	£0.4M
<b>20/21</b>	£7.12M	£5.37M	£1.55M	
<b>21/22</b>	£1.15M	£0.87M	£0.18M	
<b>Totals</b>	<b>£11.49M</b>	<b>£8.67M</b>	<b>£2.42M</b>	<b>£0.4M</b>

- 6.14 It is anticipated that there will be some loss of income due to the reduction in the number of Pay and Display spaces, though this will be partly mitigated by the introduction of Shared Use spaces, and availability of Pay and Display spaces on surrounding streets.
- 6.15 The relevant parking survey for the surrounding area has shown that there are normally enough Pay and Display spaces in the surrounding area for all users, and if at least some of the Shared Use spaces are available to Pay and Display customers there are enough spaces for all users even at peak times. As such it is theoretically possible that the financial impact of the project in regards to parking income could be cost neutral.



- 6.16 However, many of these spaces will not be located where existing customers require them, and the change in road layout may lead people to change their habits, choosing instead to go to off-street facilities, or travel by other means. As such it is reasonable to expect some reduction in revenue associated with Pay and Display parking in the West End as a result of these proposals.
- 6.17 The potential reduction in revenue associated with this change could range from a minimum of £0 to a maximum £0.870m per year. However the anticipated loss of income is expected to be between £0.430m and £0.570m per year depending on the availability of Shared Use spaces, and the use of available Pay and Display parking spaces on surrounding streets.
- 6.18 As part of project monitoring the impact of these reductions in Pay and Display parking spaces will be assessed after 12 and 24 months, to provide an improved understanding of the impact of such changes on parking revenue.

## **7. Stakeholder/Community Impact**

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- 7.1 The project has involved significant stakeholder and public consultation and engagement, as detailed in this and earlier reports. The results of an initial consultation exercise on the preliminary designs which was carried out during the winter of 2015/16 have been published on the Council's consultation hub website.
- 7.2 Since July 2017 a dedicated Stakeholder Liaison Officer (SLO) has been in post for this project. The SLO has been responsible for organising a number of consultation activities, responding to concerns and queries from members of the public, producing regular updates which are published online and distributed to the project mailing list and meeting with all relevant stakeholders along the length of the route.
- 7.3 The SLO has met with all business owners along the CCWEL Section 2 route and, where appropriate, has met with business owners on several occasions. During these visits the SLO has provided updates on the progress of the detailed design, as well as the timeline and structure for the statutory processes. All businesses have, where they have expressed an interest, been added to the project's mailing list and, as such, have received regular project updates.
- 7.4 All members of the public who responded to the original consultation which took place in 2015/16, and who provided an e-mail address, have also been added to this mailing list. The mailing list contains over 2,000 e-mail addresses, and project updates are sent out on a roughly monthly basis.
- 7.5 The SLO has ensured that the West End Community Council are kept up to date with the progress of the project.

- 7.6 In developing the detailed designs, meetings were held with Sustrans Scotland, SPOKES, Living Streets, Guide Dogs Scotland, Mobility Access Commission Scotland, RNIB Lothian and West End Business Improvement District, to discuss the proposals. The West End Community Council were approached on several occasions, but did not respond due to changes in their internal organisation.
- 7.7 In advance of the statutory consultation period for the TRO and RSO approximately 2,600 leaflets were circulated to all residential and business premises in the surrounding area, a community drop-in session was held from 12 noon till 6pm on Monday 20 May 2019 at the Walpole Hall, St Mary's Cathedral, with over 50 people in attendance, and a dedicated Project Update was circulated to the >2,000 e-mail addresses on the project mailing list.
- 7.8 Handouts were distributed at the drop-in sessions outlining the design proposals and explaining how to respond to a TRO and RSO statutory consultation. This handout is also available online, and the information was included in the distribution leaflets and in the Project Update which was sent to the mailing list.
- 7.9 Dedicated consultation and engagement projects for both Melville Crescent and Randolph Place have been developed to progress designs for improved public realm within these areas, which will be delivered as part of the CCWEL project. The results of this activity are available online, links are available in Section 8 Background reading/external references below.

## **8. Background reading/external references**

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- 8.1 Report to the Future Transport Working Group on 16 December 2016, '[City Centre West to East Cycle Link and Street Improvements Project](#)'.
- 8.2 Report to the Transport and Environment Committee on 30 August 2016; '[City Centre West to East Cycle Link and Street Improvements Project: Consultation Results and Potential Project Amendments](#)'.
- 8.3 Report to the Transport and Environment Committee on 3 June 2014; '[Development of Major Cycling and Walking Projects](#)'.
- 8.4 [Melville Crescent Consultation and Engagement Report](#)
- 8.5 [Randolph Place Consultation and Engagement Report](#)

## **9. Appendices**

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Appendix 1 – CCWEL Section 2 Advertised Proposals (TRO)

Appendix 2 – CCWEL Section 2 Edited Proposals (TRO)

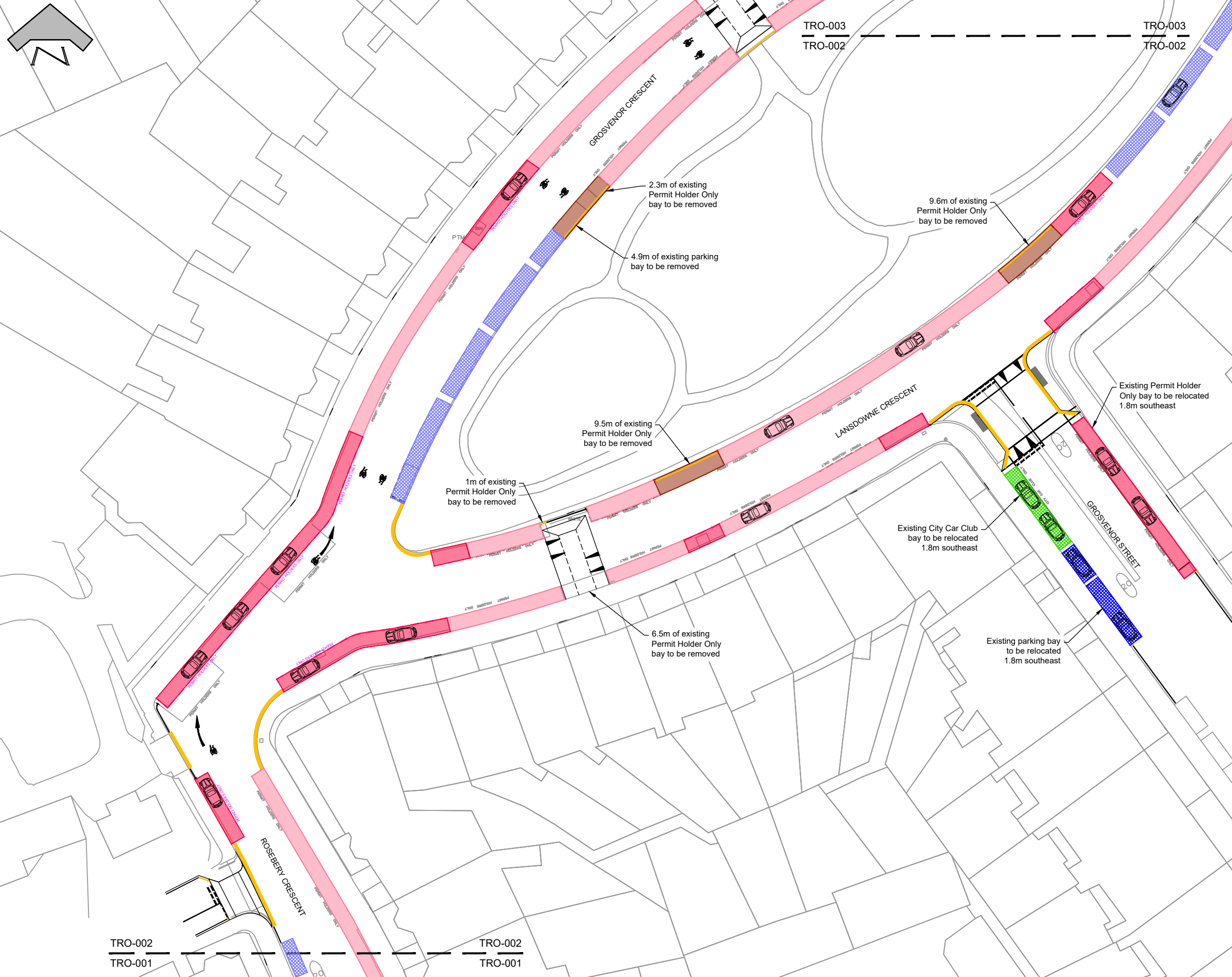
Appendix 3 – Areas to be Omitted from the TRO if pursued as advertised

Appendix 4 – CCWEL Section 2 Advertised Proposals (RSO)

- Appendix 5 – CCWEL Section 2 Route Corridor – Current Layout
- Appendix 6 – Summary Parking Changes, The Crescents
- Appendix 7 – Summary Parking Changes, The West End
- Appendix 8 – Representation Received – Summary Table of Objections
- Appendix 9 – All Representations Received, and Council Responses
- Appendix 10 – Proposed CCWEL Monitoring Plan















NOTES:

KEY

-  Controlled Zone permit holder parking bay
-  City Car Club
-  Parking bay - 4 Hours Max stay
-  Domestic bin bay
-  Double yellow line marking: no waiting at any time
-  Single yellow line marking: waiting restriction
-  Existing Controlled Zone permit holder parking bay
-  Existing Parking bay - 4 Hours Max stay

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11	CLIENT COMMENTS	JN	01/05/19	PM
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NOTES:

KEY

-  Controlled Zone permit holder parking bay
-  Domestic bin bay
-  On-street cycle lane
-  Segregated cycle lane
-  Single yellow line marking: waiting restriction
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no waiting or loading at any time
-  Double yellow line/single blip markings: No waiting at any time; No loading except off-peak (Mon-Fri 9:30am - 4pm)
-  Existing Controlled Zone permit holder parking bay
-  Existing Parking bay - 4 Hours Max stay
-  Existing Motor cycle parking bay

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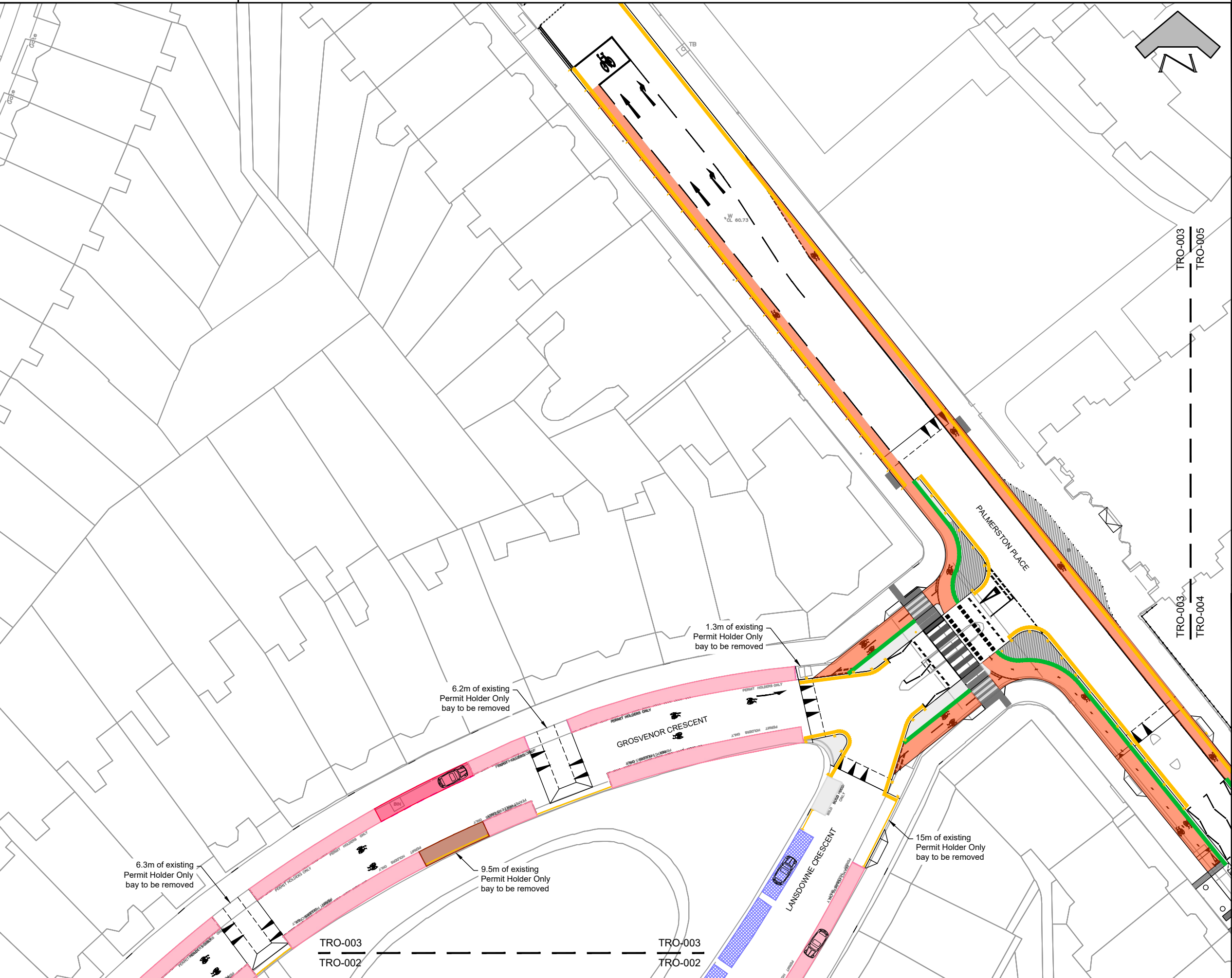
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KEY

-  Controlled Zone permit holder parking bay
-  Controlled Zone Shared Use parking bay
-  Domestic bin bay
-  Motor cycle parking bay
-  On-street cycle lane
-  Segregated cycle lane
-  Single yellow line marking: waiting restriction
-  Single yellow line marking: waiting restriction  
No loading except off-peak (Mon-Fri 9:30am - 4pm)
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no  
waiting or loading at any time
-  Existing Controlled Zone permit holder parking bay

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NOTES:

KEY

- |   |   |
|---|---|
|  | Segregated cycle lane   |
|  | Controlled Zone permit holder parking bay                                       |
|  | Controlled Zone Shared Use parking bay  |
|  | City Car Club   |
|  | Parking bay - 4 Hours Max stay  |
|  | Disabled parking bay  |
|  | Domestic bin bay  |
|  | Motor cycle parking bay   |
|  | Double yellow line marking: no waiting at any time                              |
|  | Double yellow line/double blue line markings: no waiting or loading at any time |
|  | Single yellow line marking: waiting restriction                                 |
|  | Existing Controlled Zone permit holder parking bay                              |

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-  Segregated cycle lane
-  Controlled Zone permit holder parking bay
-  Controlled Zone Shared Use parking bay
-  Parking bay - 4 Hours Max stay
-  Domestic bin bay
-  Motor cycle parking bay
-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no waiting or loading at any time
-  Single yellow line marking: waiting restriction
-  Existing Controlled Zone permit holder parking bay

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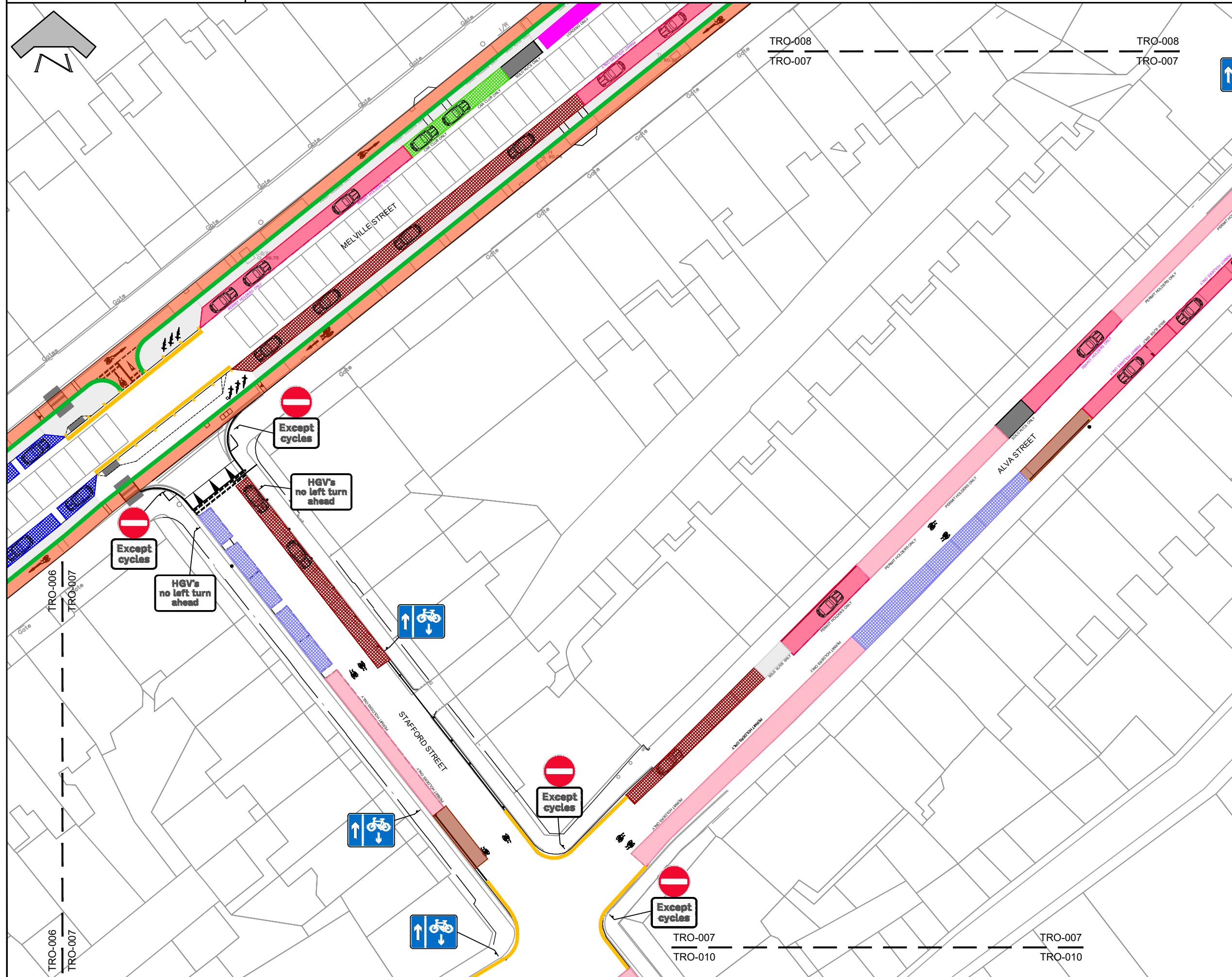
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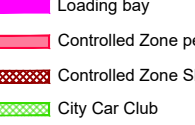
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NOTES:

KEY

- 
- Legend for parking bay markings:
- Segregated cycle lane
  - Loading bay
  - Controlled Zone permit holder parking bay
  - Controlled Zone Shared Use parking bay
  - City Car Club
  - Parking bay - 4 Hours Max stay
  - Domestic bin bay
  - Motor cycle parking bay
  - Double yellow line/double blip markings: no waiting or loading at any time
  - Existing Controlled Zone permit holder parking bay
  - Existing Parking bay - 4 Hours Max stay
  - Existing Motor cycle parking bay

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

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NOTES:

## KEY

- |   |  |
|---|--|
|  | Segregated cycle lane  |
|  | Loading bay  |
|  | Controlled Zone permit holder parking bay  |
|  | Controlled Zone Shared Use parking bay   |
|  | City Car Club  |
|  | Parking bay - 4 Hours Max stay   |
|  | Domestic bin bay   |
|  | Motor cycle parking bay  |
|  | Double yellow line marking: no waiting at any time   |
|  | Single yellow line marking: waiting restriction  |
|  | Double yellow line/double blip markings: no waiting or loading at any time   |
|  | Double yellow line/single blip markings:<br>No waiting at any time; No loading except off-peak<br>(Mon-Fri 9:30am - 4pm) |
|  | Existing Controlled Zone permit holder parking bay   |
|  | Existing Parking bay - 4 Hours Max stay  |
|  | Existing Taxi bay  |
|  | Existing Bus stop  |

Loading Bay

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

12	CLIENT COMMENTS	JN	03/05/19	PM
11	CLIENT COMMENTS	JN	01/05/19	PM
10	CLIENT COMMENTS	JN	29/04/19	PM
9	CLIENT COMMENTS	JN	21/03/19	PM
8	CLIENT COMMENTS	JN	15/02/19	PM
7	CLIENT COMMENTS	JN	14/02/19	PM
6	CLIENT COMMENTS	JN	07/02/19	PM
5	CLIENT COMMENTS	JN	24/01/19	PM
4	CLIENT COMMENTS	JN	12/10/18	PM
3	CLIENT COMMENTS	JN	19/09/18	PM
2	CLIENT COMMENTS	JN	14/09/18	PM
1	CLIENT COMMENTS	JN	12/09/18	PM
REV	DETAILS	BY	DATE	CHECK

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CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 2 - SHEET 8 OF 12

Date: AUG 2018

Scale: 1:500 @ A3

Job. No.

Drawn by:	JN
Checked by:	WP
Reviewed by:	PM

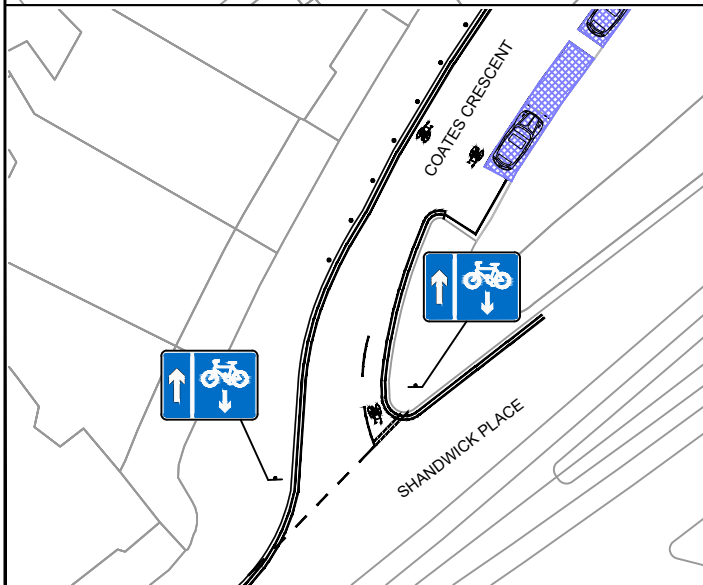
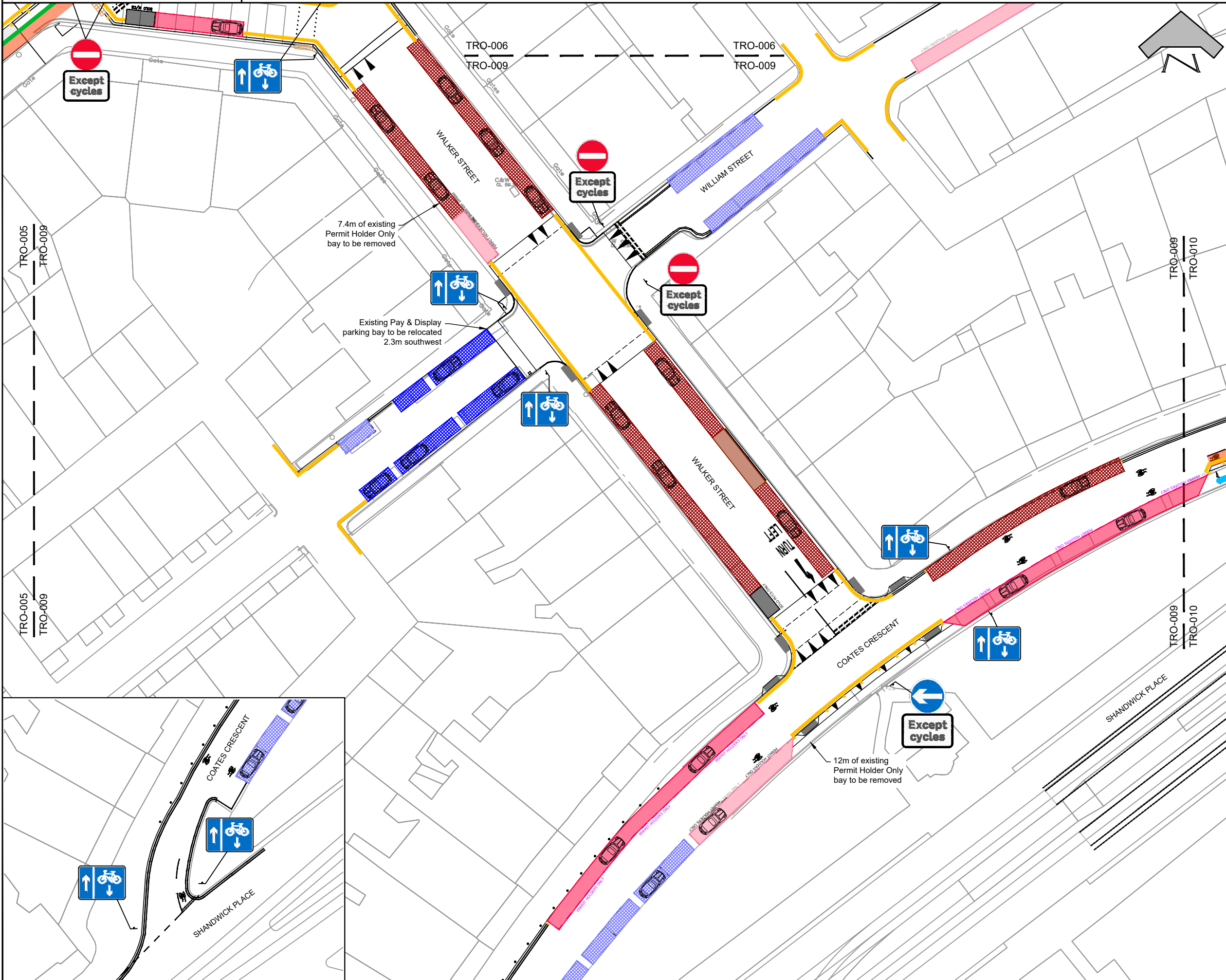
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DRG. NO. TRO\_009

# INFRASTRUCTURE

DRG. NO. TRO-009



## NOTES:

### KEY

- Controlled Zone permit holder parking bay
- Controlled Zone Shared Use parking bay
- Parking bay - 4 Hours Max stay
- Domestic bin bay
- Motor cycle parking bay
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time
- Existing Controlled Zone permit holder parking bay
- Existing Parking bay - 4 Hours Max stay

12	CLIENT COMMENTS	JN	03/05/19	PM
11	CLIENT COMMENTS	JN	01/05/19	PM
10	CLIENT COMMENTS	JN	29/04/19	PM
9	CLIENT COMMENTS	JN	21/03/19	PM
8	CLIENT COMMENTS	JN	15/02/19	PM
7	CLIENT COMMENTS	JN	14/02/19	PM
6	CLIENT COMMENTS	JN	07/02/19	PM
5	CLIENT COMMENTS	JN	24/01/19	PM
4	CLIENT COMMENTS	JN	12/10/18	PM
3	CLIENT COMMENTS	JN	19/09/18	PM
2	CLIENT COMMENTS	JN	14/09/18	PM
1	CLIENT COMMENTS	JN	12/09/18	PM
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SECTION 2 - SHEET 9 OF 12



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Scale: 1:500 @ A3

Job No.

Drawn by: JN  
Checked by: WJP  
Reviewed by: PM

DRG. NO. TRO-009

DRG. NO. TRO-009

-  On-street cycle lane
-  Segregated cycle lane
-  Controlled Zone permit holder parking bay
-  Controlled Zone Shared Use parking bay
-  Parking bay - 4 Hours Max stay
-  Domestic bin bay
-  TfE Cycle Hire Parking
-  Double yellow line/double blip markings: no waiting or loading at any time
-  Single yellow line marking: waiting restriction
-  Existing Controlled Zone permit holder parking bay
-  Existing Parking bay - 4 Hours Max stay
-  Existing Loading bay
-  Existing Disabled parking bay

12	CLIENT COMMENTS	JN	03/05/19	PM
11	CLIENT COMMENTS	JN	01/05/19	PM
10	CLIENT COMMENTS	JN	29/04/19	PM
9	CLIENT COMMENTS	JN	21/03/19	PM
8	CLIENT COMMENTS	JN	15/02/19	PM
7	CLIENT COMMENTS	JN	14/02/19	PM
6	CLIENT COMMENTS	JN	07/02/19	PM
5	CLIENT COMMENTS	JN	24/01/19	PM
4	CLIENT COMMENTS	JN	12/10/18	PM
3	CLIENT COMMENTS	JN	19/09/18	PM
2	CLIENT COMMENTS	JN	14/09/18	PM
1	CLIENT COMMENTS	JN	12/09/18	PM
REV	DETAILS	BY	DATE	CHECK

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CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 2 - SHEET 10 OF 12

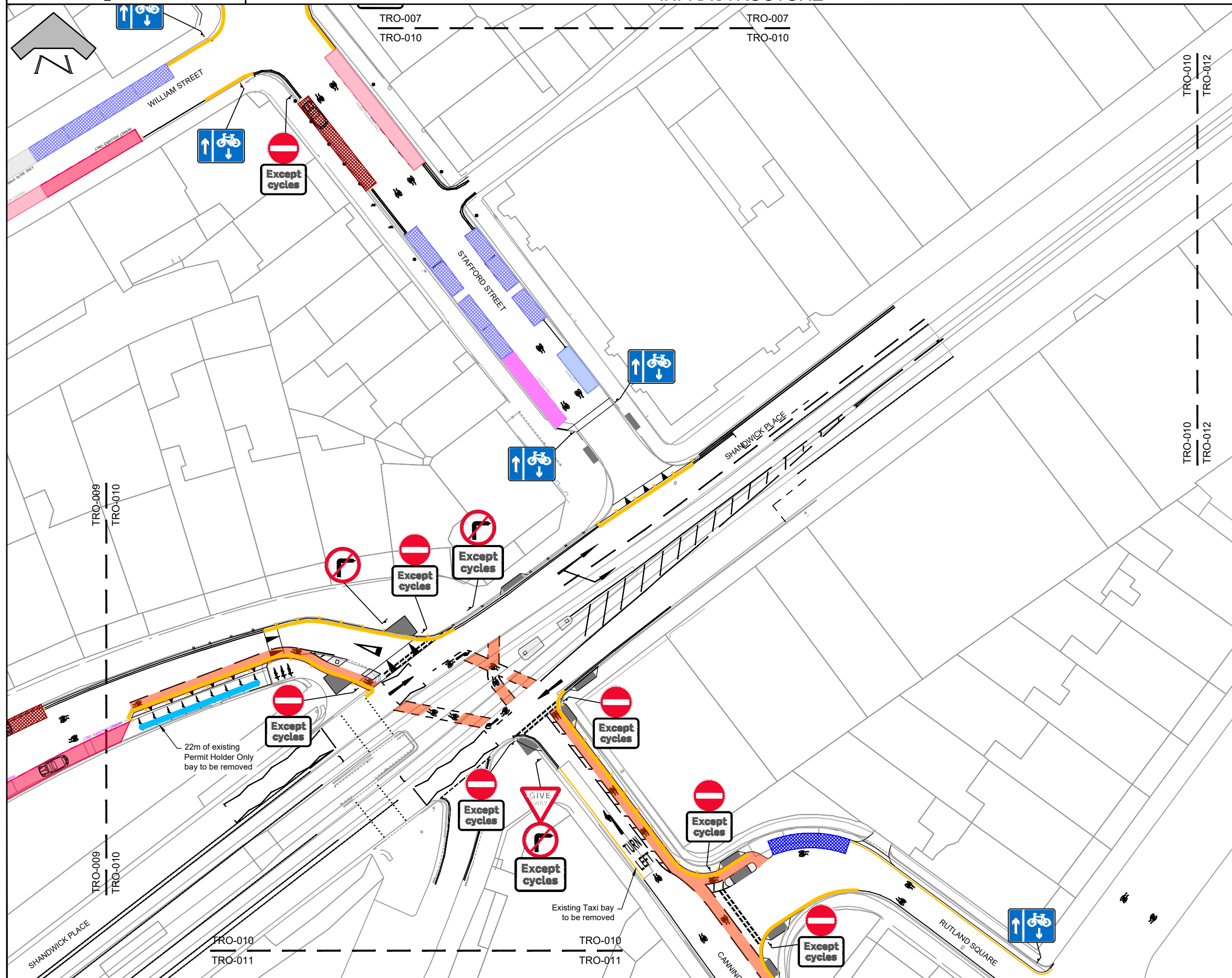
Date: AUG 2018

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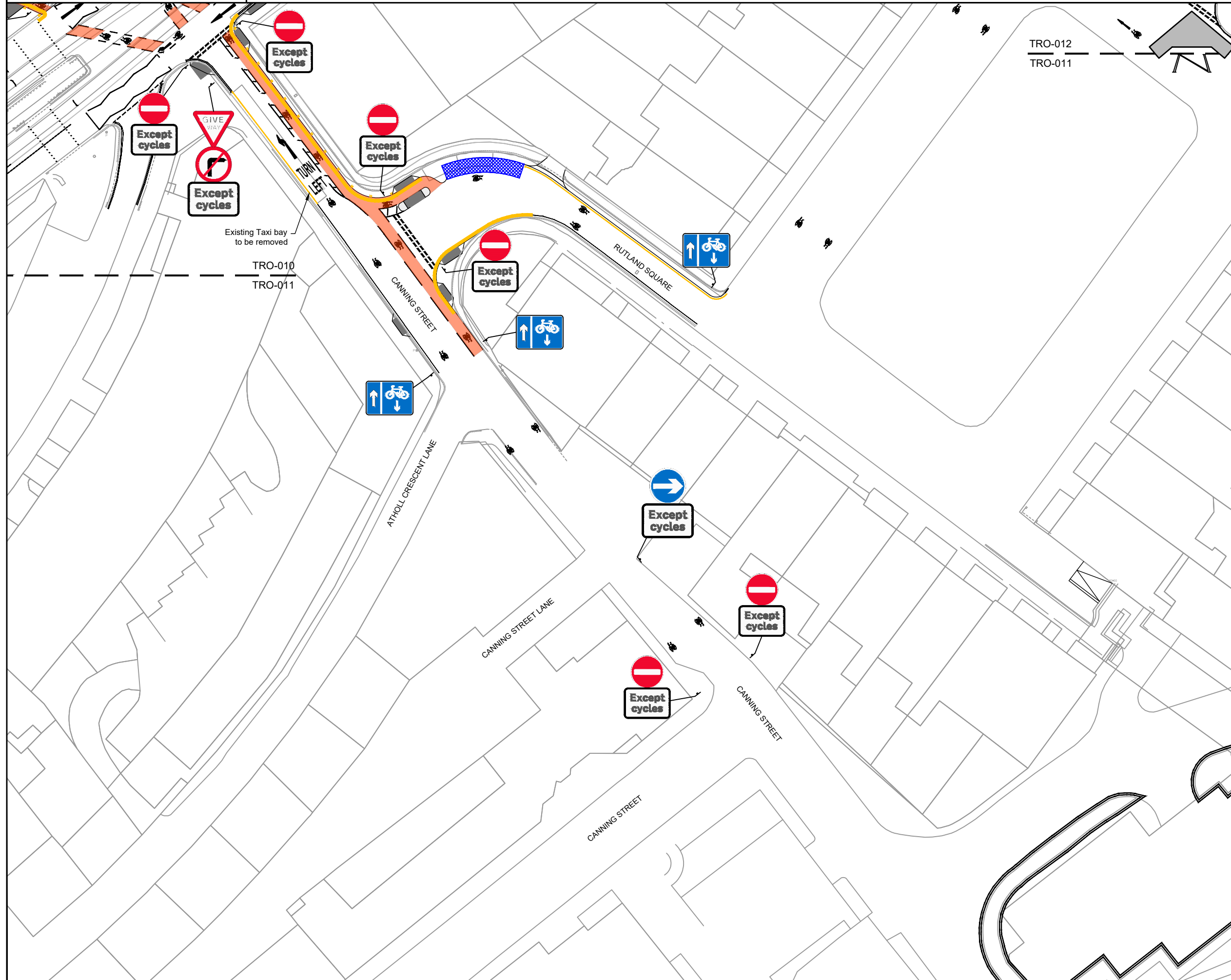
Job. No.

Drawn by: JN  
Checked by: WP  
Reviewed by: RM

DRG. NO.	TRO-010
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NOTES:

KEY

-  On-street cycle lane
-  Parking bay - 4 Hours Max stay
-  Double yellow line/double blip markings: no waiting or loading at any time
-  Single yellow line marking: waiting restriction

12	CLIENT COMMENTS	JN	03/05/19	PM
11	CLIENT COMMENTS	JN	01/05/19	PM
10	CLIENT COMMENTS	JN	29/04/19	PM
9	CLIENT COMMENTS	JN	21/03/19	PM
8	CLIENT COMMENTS	JN	15/02/19	PM
7	CLIENT COMMENTS	JN	14/02/19	PM
6	CLIENT COMMENTS	JN	07/02/19	PM
5	CLIENT COMMENTS	JN	24/01/19	PM
4	CLIENT COMMENTS	JN	12/10/18	PM
3	CLIENT COMMENTS	JN	19/09/18	PM
2	CLIENT COMMENTS	JN	14/09/18	PM
1	CLIENT COMMENTS	JN	12/09/18	PM
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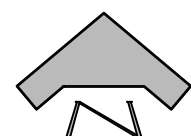
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 2 - SHEET 11 OF 12

Date: AUG 2018  
Scale: 1:500 @ A3

Job. No.

Drawn by: JN  
Checked by: WP  
Reviewed by: PM



SHANDWICK PLACE

RUTLAND STREET

TAYİCİ

LOTHIAN ROAD








TRO-012  
TRO-011

TRO-012  
TRO-011

DRG. NO. TRO-012

NOTES:

## KEY

-  Double yellow line marking: no waiting at any time
-  Double yellow line/double blip markings: no waiting or loading at any time
-  Existing Controlled Zone permit holder parking bay
-  Existing Parking bay - 4 Hours Max stay
-  Existing Loading bay
-  Existing Taxi bay
-  Existing Motor cycle parking bay

12	CLIENT COMMENTS	JN	03/05/19	PM
11	CLIENT COMMENTS	JN	01/05/19	PM
10	CLIENT COMMENTS	JN	29/04/19	PM
9	CLIENT COMMENTS	JN	21/03/19	PM
8	CLIENT COMMENTS	JN	15/02/19	PM
7	CLIENT COMMENTS	JN	14/02/19	PM
6	CLIENT COMMENTS	JN	07/02/19	PM
5	CLIENT COMMENTS	JN	24/01/19	PM
4	CLIENT COMMENTS	JN	12/10/18	PM
3	CLIENT COMMENTS	JN	19/09/18	PM
2	CLIENT COMMENTS	JN	14/09/18	PM
1	CLIENT COMMENTS	JN	12/09/18	PM
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CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 2 - SHEET 12 OF 12

Date: AUG 2018

Scale: 1:500 @ A3

Job. No.

Drawn by:	JN
Checked by:	WP
Reviewed by:	PM

DRG. NO.	TRO-012
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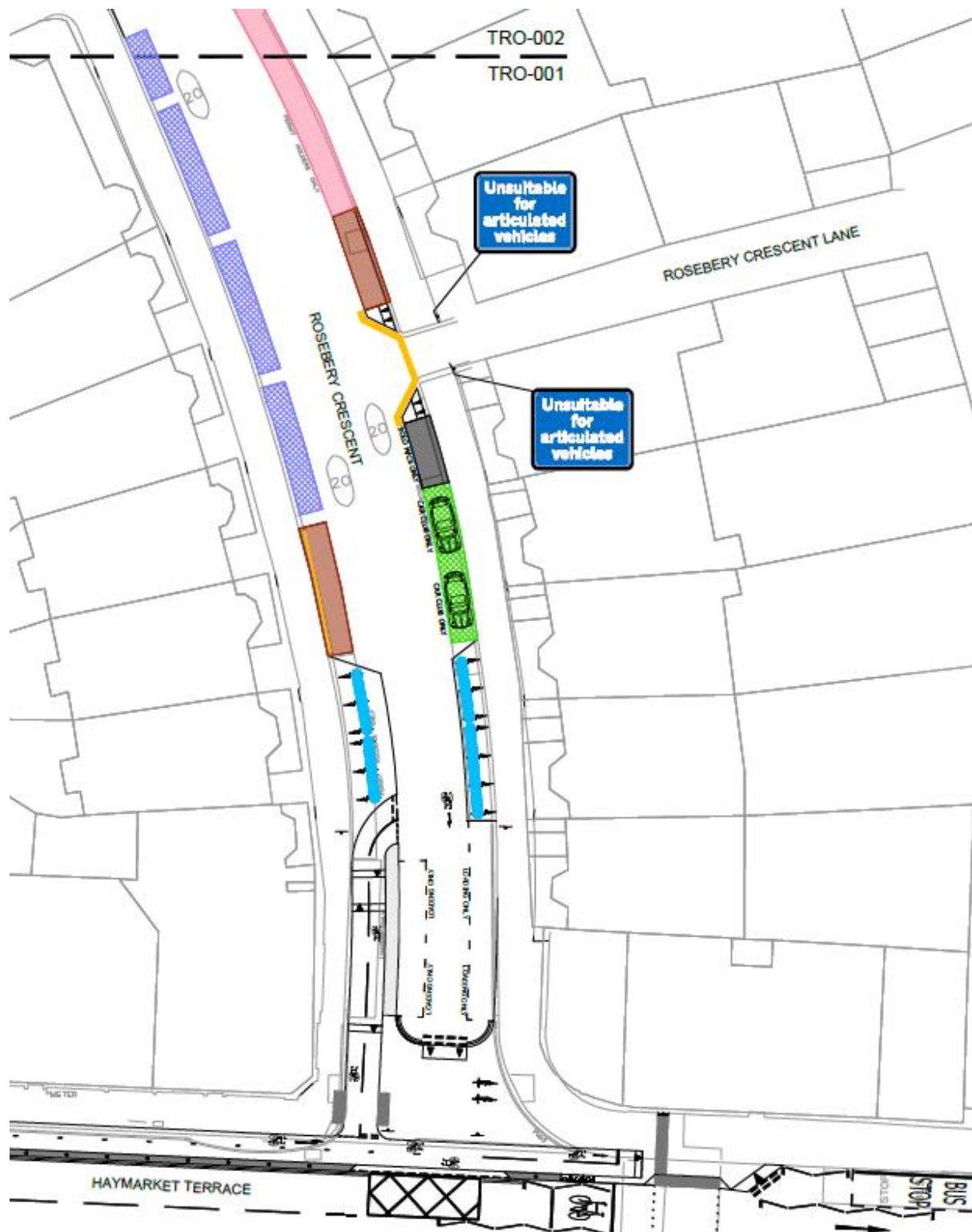


Figure 1: Amendment to proposed TRO following further liaison with local businesses and Waste and Cleansing Services to allow refuse vehicles to enter Rosebery Crescent Lane.



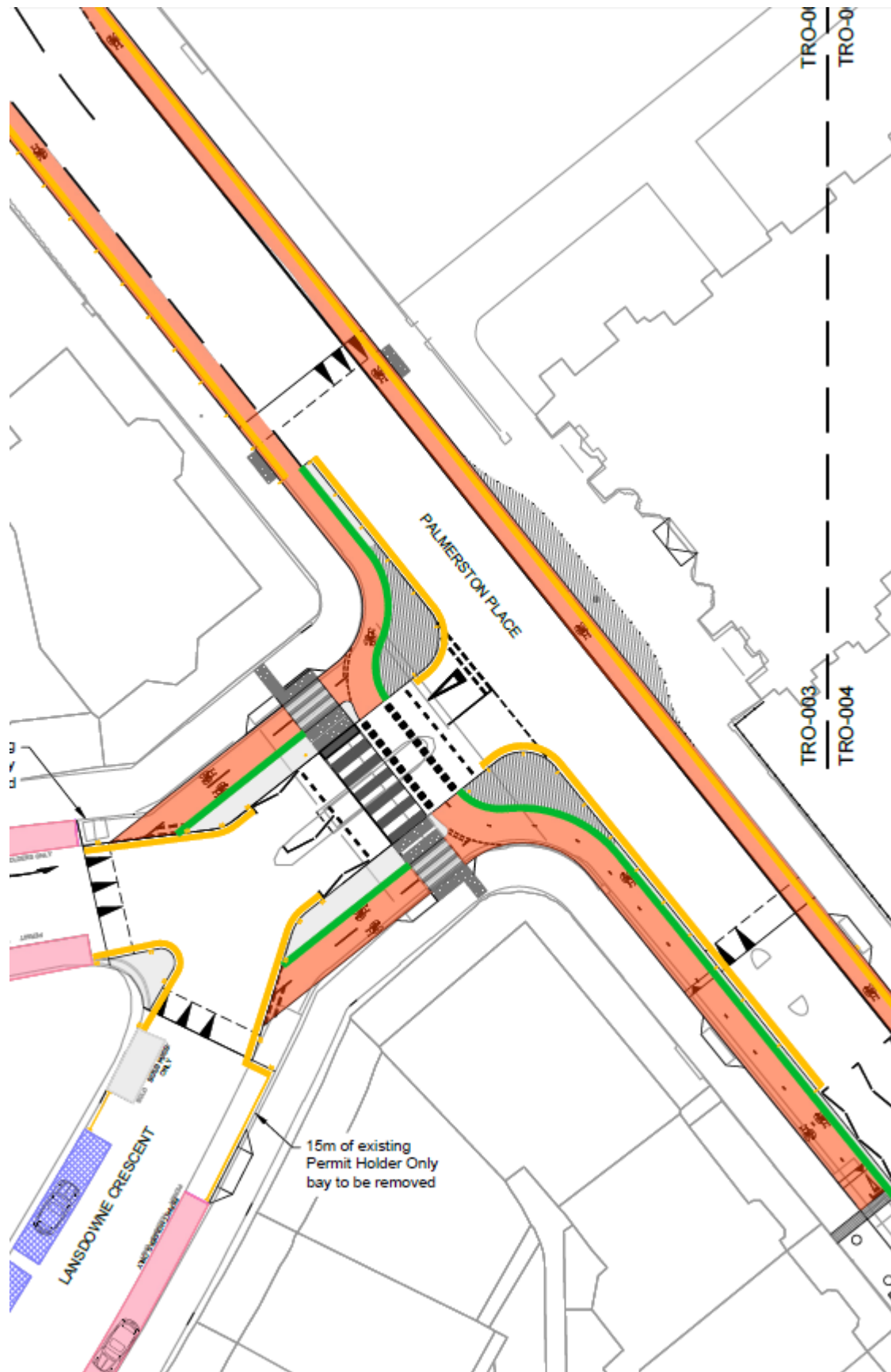


Figure 2: Amendment to Waiting and Loading restrictions on Palmerston Place opposite St Mary's Cathedral to allow Loading outside of peak times in response to Objection 2.

Appendix 3 – Areas to be Omitted from the TRO if pursued as advertised

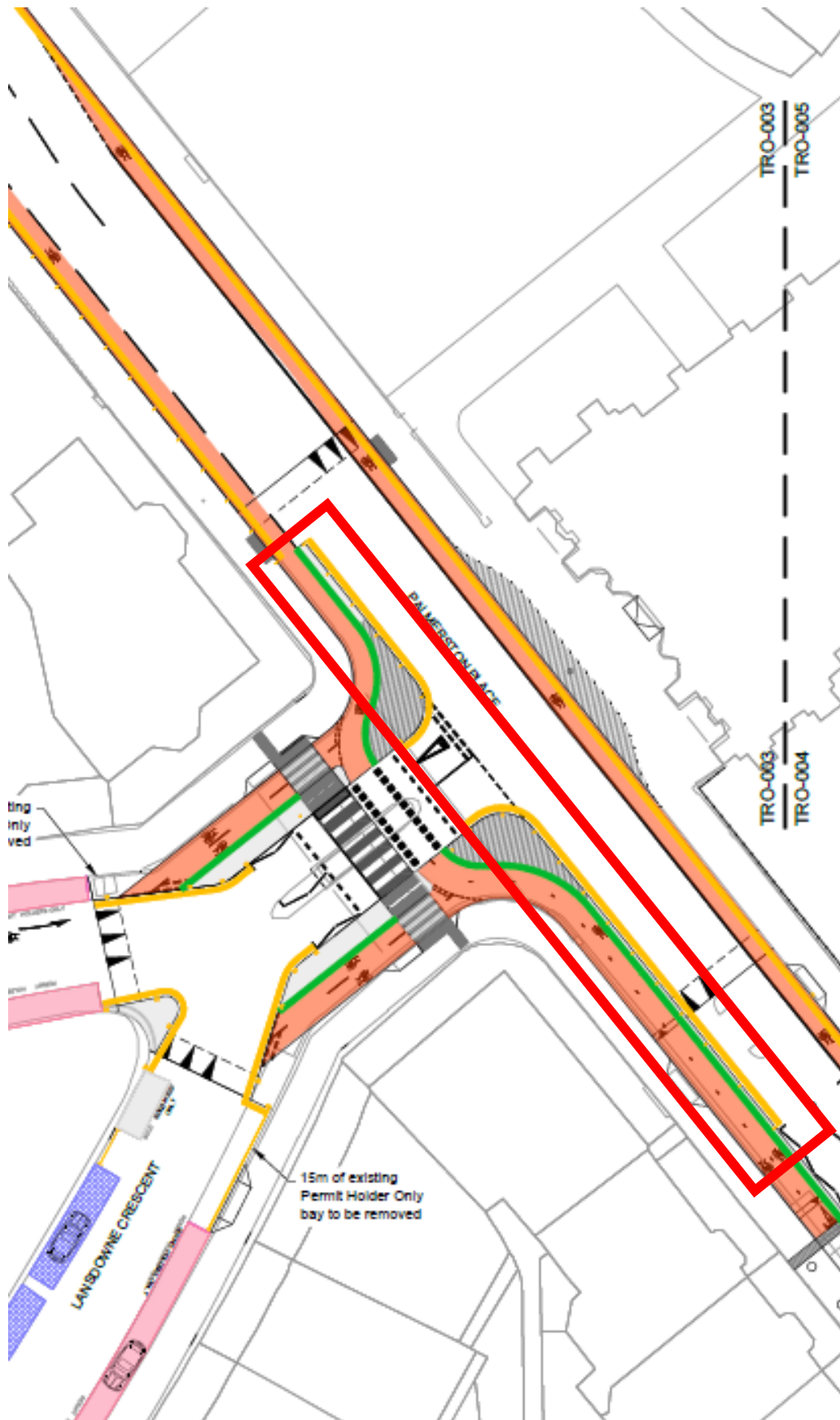
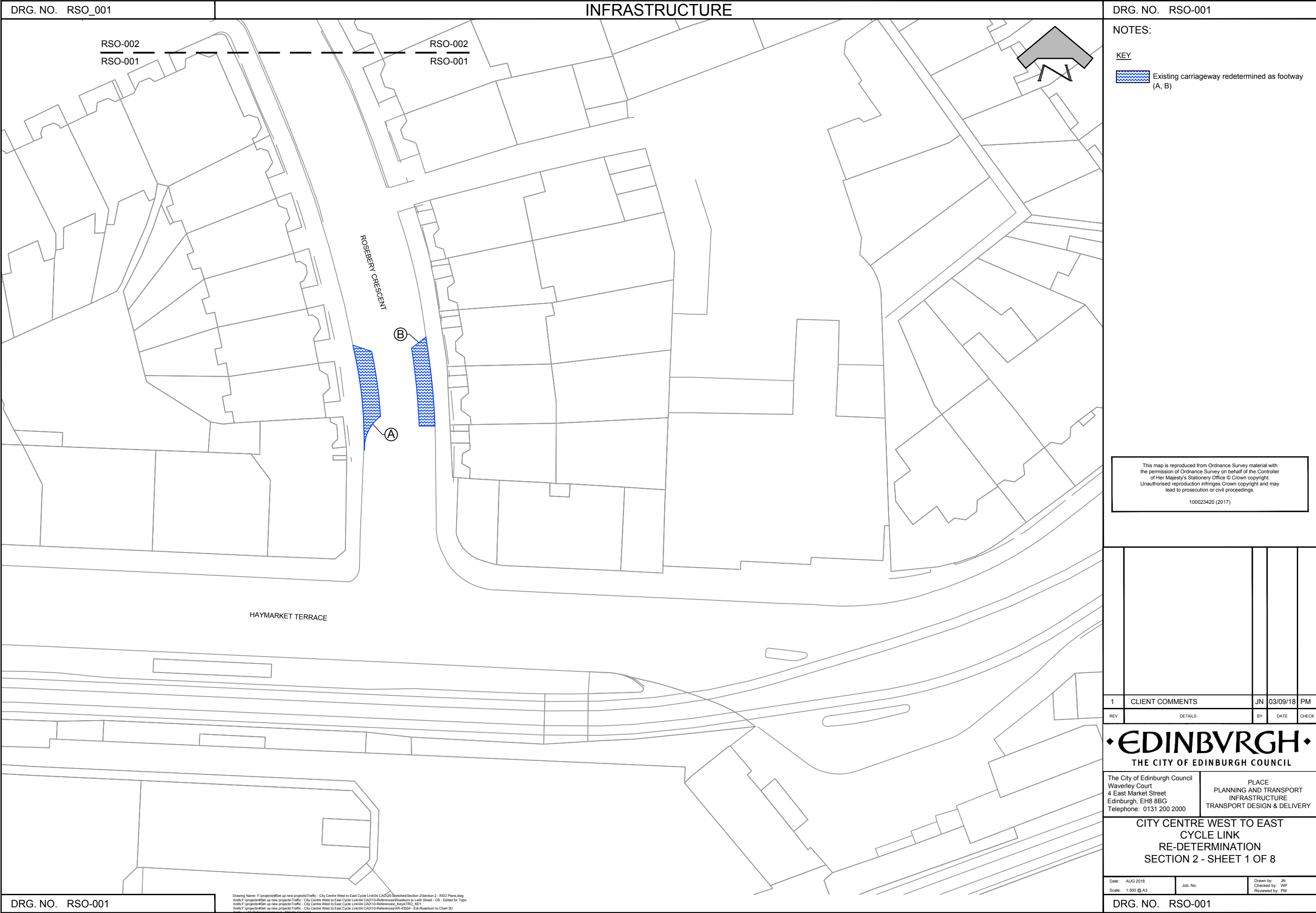
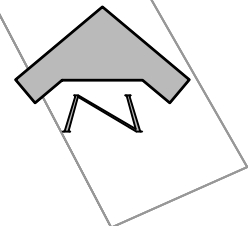


Figure 1: Area to be omitted from Traffic Regulation Order IF it is decided to pursue the orders as they were advertised, rather than including proposed amendments to Waiting and Loading.






RSO-003  
RSO-002

RSO-003  
RSO-002

NOTES:

KEY

 Existing carriageway redetermined as footway  
(C, D, E)

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CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 2 - SHEET 2 OF 8

Date: AUG 2018

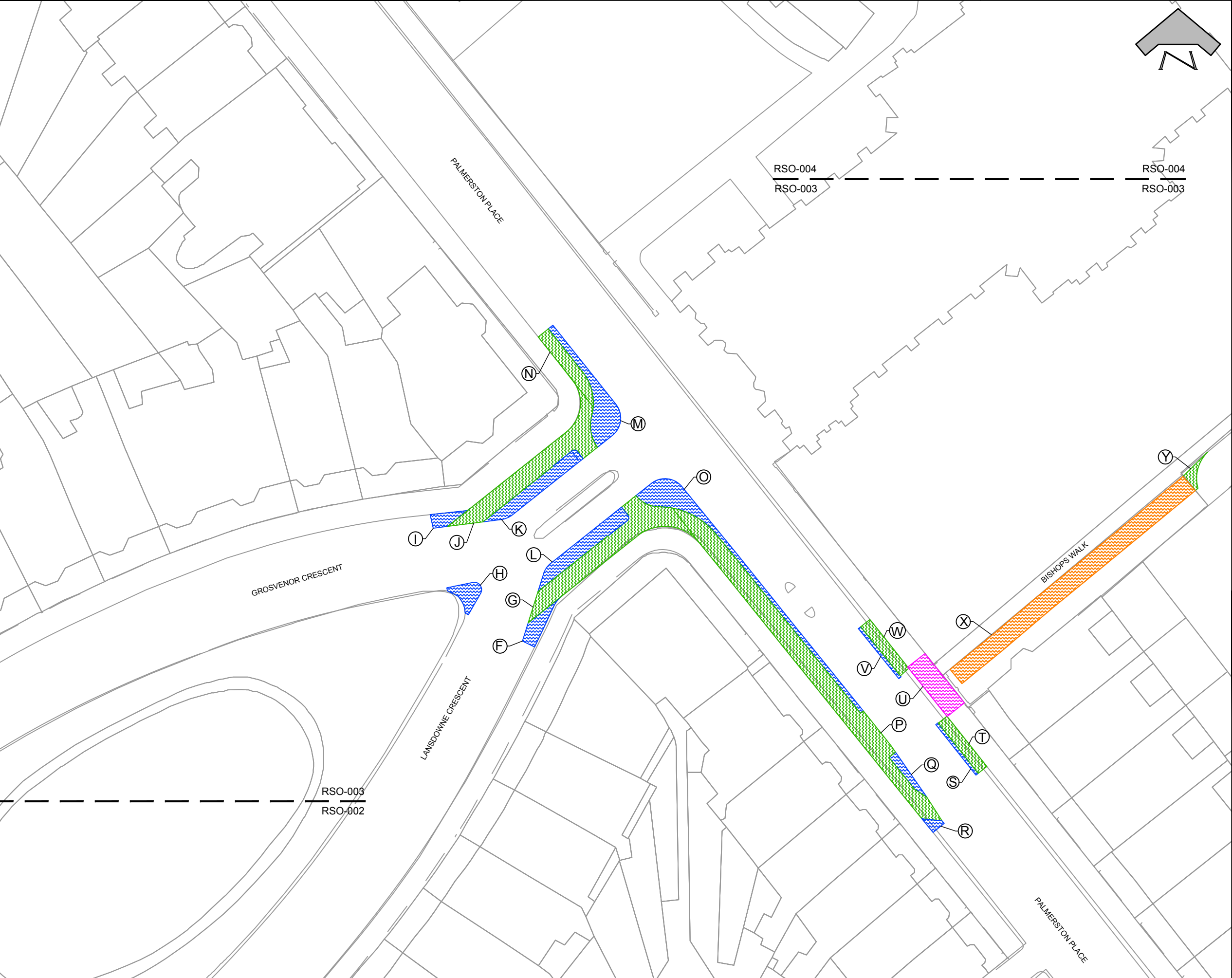
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Job. No.

Drawn by: JN  
Checked by: WP  
Reviewed by: PM





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NOTES:

KEY

- |   |   |
|---|---|
|  | Existing carriageway redetermined as footway<br>(F, H, I, K, L, M, O, Q, R, S, V) |
|  | Existing carriageway redetermined as cycletrack<br>(G, J, N, P, T, W, Y)          |
|  | Existing footway redetermined as cycletrack<br>(U)                                |
|  | Existing verge redetermined as cycletrack<br>(X)                                  |

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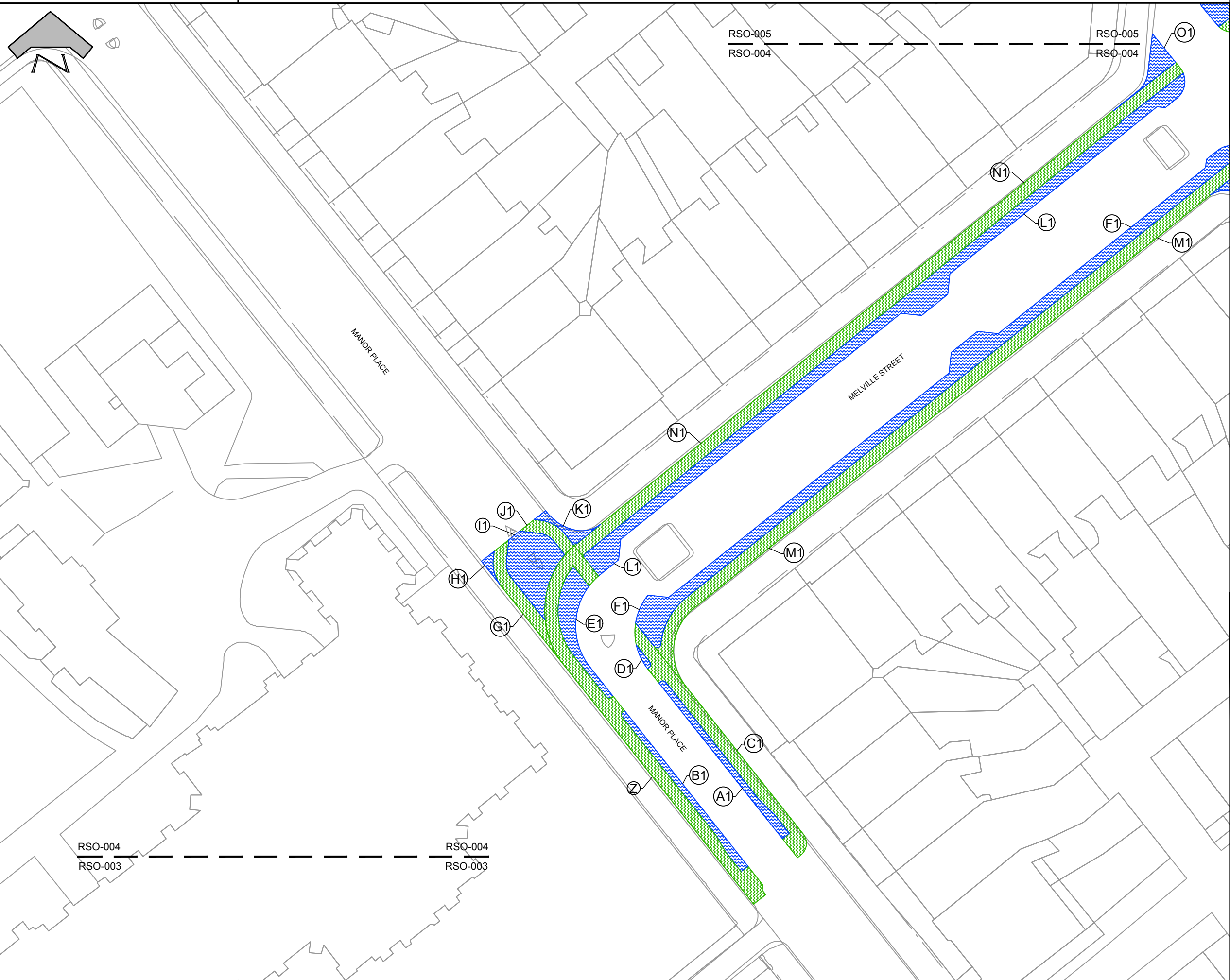
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 2 - SHEET 3 OF 8

Date: AUG 2018	Job. No.	Drawn by: JN
Scale: 1:500 @ A3		Checked by: WP Reviewed by: PM



DRG. NO. RSO-003
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NOTES:

KEY

-  Existing carriageway redetermined as footway  
(A1, B1, D1, E1, F1, H1, I1, K1, L1, O1)
-  Existing carriageway redetermined as cycletrack  
(Z, C1, G1, J1, M1, N1)

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	CITY CENTRE WEST TO EAST
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CYCLE LINK  
RE-DETERMINATION  
SECTION 2 - SHEET 4 OF 8

Date: AUG 2018  
Scale: 1:500 @ A3

DRG. NO.	R
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ENTERING THE 2007





WALKER STREET

MELVILLE CRESCENT



MELVILLE STREET

MELVILLE CRESCENT

WALKER STREET

RSO-005


RSO-004


RSO-005

RSO-005

NOTES:

KEY

 Existing carriageway redetermined as footway  
(F1, L1, O1, P1, R1, S1, T1, U1, V1, W1, X1,  
A2, B2, C2, D2, F2)

 Existing carriageway redetermined as cycletrack  
(M1, N1, Q1, Z1, E2, G2)

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RE-DETERMINATION  
SECTION 2 - SHEET 5 OF 8

Date: AUG 2018

Scale: 1:500 @ A3

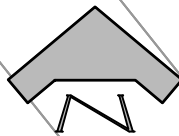
Job. No.

Drawn by: JN  
Checked by: WP  
Reviewed by: PM

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DRG. NO. RSO-005

Xrefs: 1..98-Transfer02-Inbox\\CADC\\2018-12-05 Section 2 Section 2 - Xref Markings & Signing Layout





~~RSO-007~~  
~~RSO-006~~

~~RSO-007~~  
~~RSO-006~~

NOTES:

KEY

 Existing carriageway redetermined as footway  
(F2, H2, I2)

 Existing carriageway redetermined as cycletrack (E2, J2)

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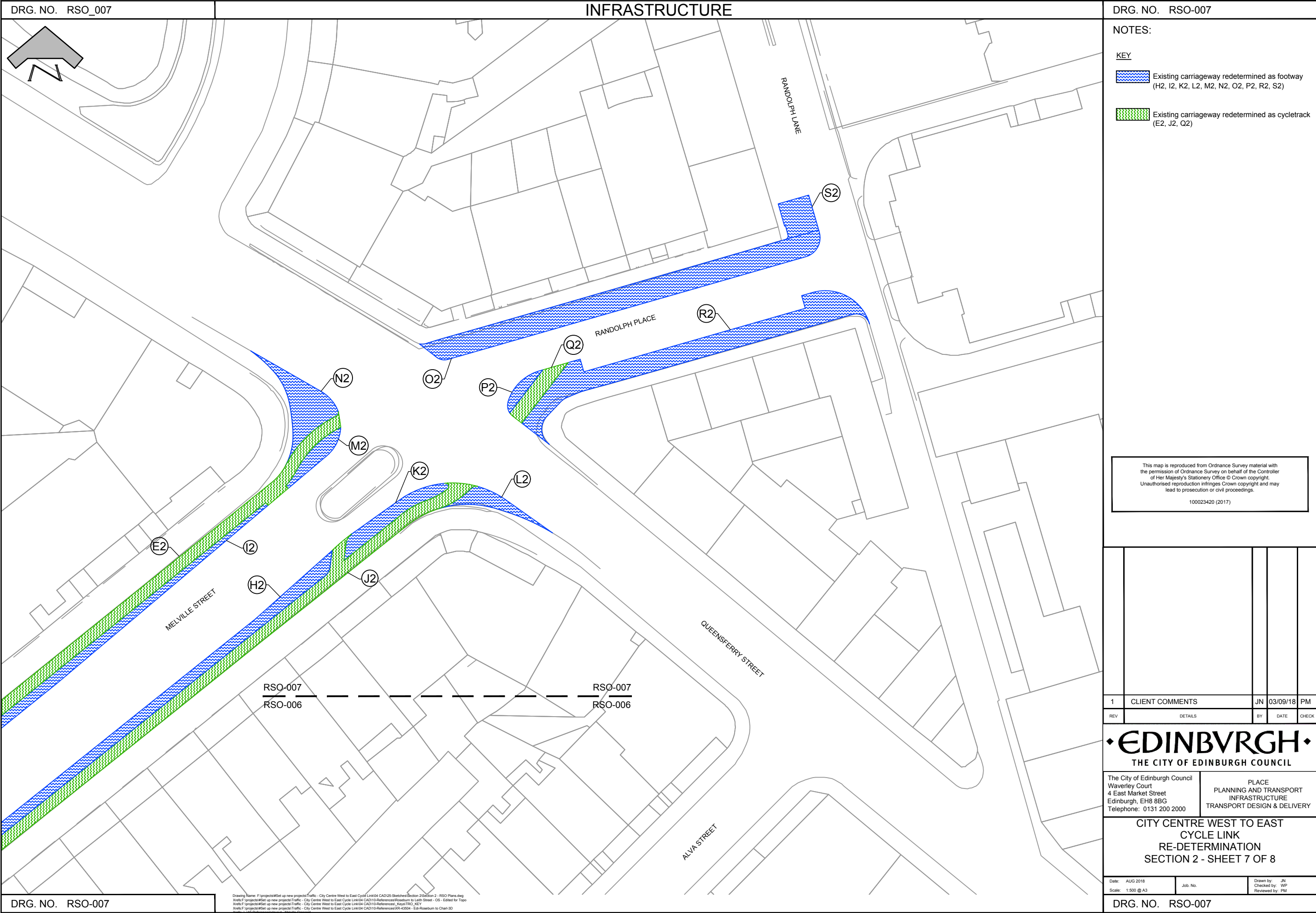
CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 2 - SHEET 6 OF 8

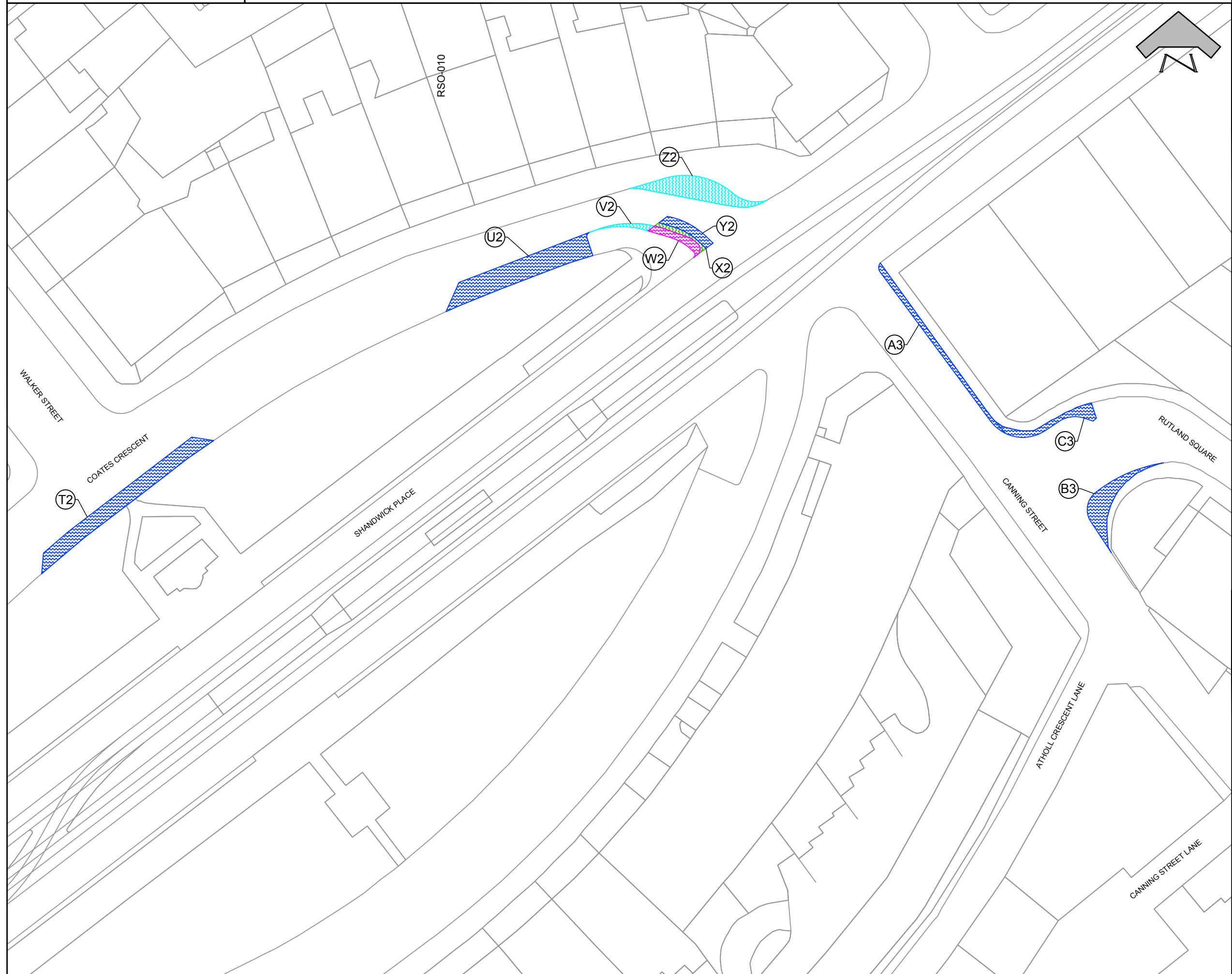
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Scale: 1:500 @ A3

Job. No.

Drawn by: JN  
Checked by: WP  
Reviewed by: PM











NOTES:

KEY

- |   |  |
|---|--|
|  | Existing carriageway redetermined as footway<br>(T2, U2, Y2, A3, B3, C3) |
|  | Existing footway redetermined as carriageway<br>(V2, Z2)                 |
|  | Existing carriageway redetermined as cycletrack<br>(X2)                  |
|  | Existing footway redetermined as cycletrack<br>(W2)                      |

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CYCLE LINK  
RE-DETERMINATION  
SECTION 2 - SHEET 8 OF 8

Date: AUG 2018

Scale: 1:500 @ A3

Job. No.
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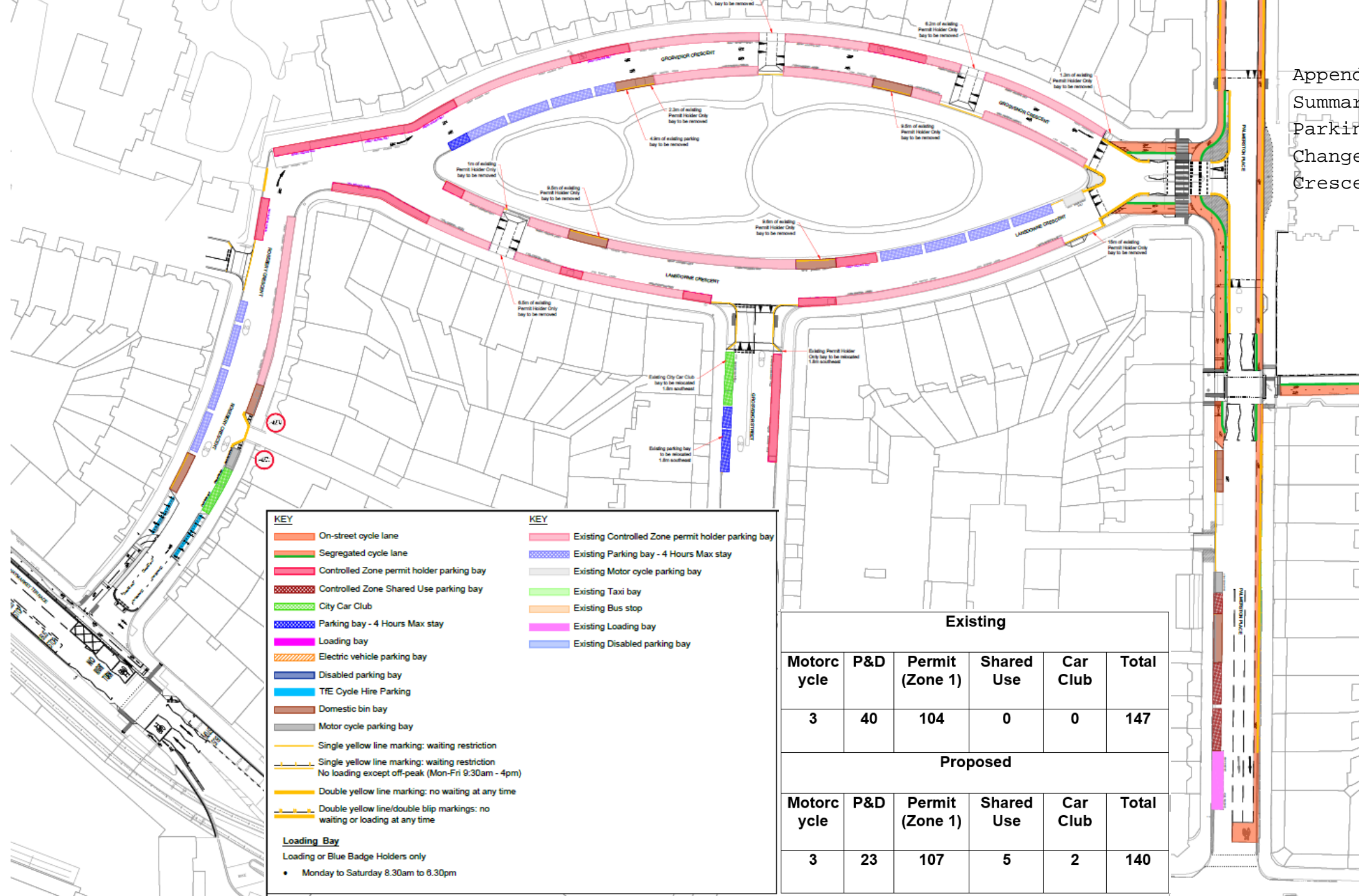
Drawn by: JN  
Checked by: WP  
Reviewed by: PM







# Appendix 6 - Summary Parking Changes, The Crescents

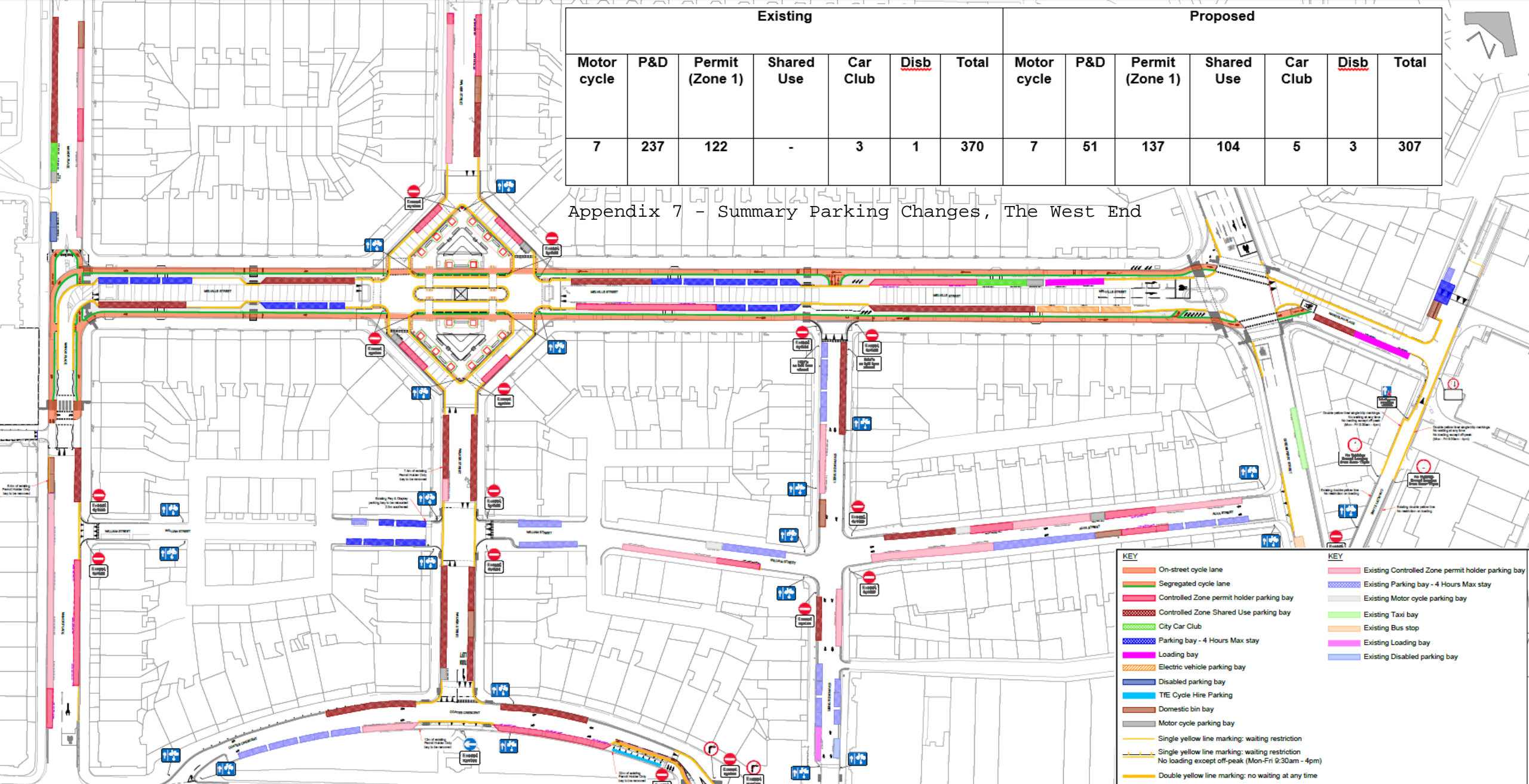


KEY		KEY	
<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	On-street cycle lane	<span style="background-color: #FFB6C1; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Existing Controlled Zone permit holder parking bay
<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Segregated cycle lane	<span style="background-color: #ADD8E6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Existing Parking bay - 4 Hours Max stay
<span style="background-color: #FFB6C1; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Controlled Zone permit holder parking bay	<span style="background-color: #D3D3D3; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Existing Motor cycle parking bay
<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Controlled Zone Shared Use parking bay	<span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Existing Taxi bay
<span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	City Car Club	<span style="background-color: #FFDAB9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Existing Bus stop
<span style="background-color: #ADD8E6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Parking bay - 4 Hours Max stay	<span style="background-color: #FF69B4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Existing Loading bay
<span style="background-color: #FF69B4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Loading bay	<span style="background-color: #ADD8E6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Existing Disabled parking bay
<span style="background-color: #FFDAB9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Electric vehicle parking bay		
<span style="background-color: #ADD8E6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Disabled parking bay		
<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	TfE Cycle Hire Parking		
<span style="background-color: #FFB6C1; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Domestic bin bay		
<span style="background-color: #D3D3D3; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Motor cycle parking bay		
<span style="border-bottom: 1px solid yellow; display: inline-block; width: 15px; height: 10px;"></span>	Single yellow line marking: waiting restriction		
<span style="border-bottom: 1px solid yellow; display: inline-block; width: 15px; height: 10px;"></span>	Single yellow line marking: waiting restriction No loading except off-peak (Mon-Fri 9:30am - 4pm)		
<span style="border-bottom: 2px solid yellow; display: inline-block; width: 15px; height: 10px;"></span>	Double yellow line marking: no waiting at any time		
<span style="border-bottom: 2px solid yellow; display: inline-block; width: 15px; height: 10px;"></span>	Double yellow line/double blip markings: no waiting or loading at any time		
<b>Loading Bay</b>			
Loading or Blue Badge Holders only			
• Monday to Saturday 8.30am to 6.30pm			

Existing					
Motorc ycle	P&D	Permit (Zone 1)	Shared Use	Car Club	Total
3	40	104	0	0	147
Proposed					
Motorc ycle	P&D	Permit (Zone 1)	Shared Use	Car Club	Total
3	23	107	5	2	140

Existing							Proposed						
Motor cycle	P&D	Permit (Zone 1)	Shared Use	Car Club	Disb	Total	Motor cycle	P&D	Permit (Zone 1)	Shared Use	Car Club	Disb	Total
7	237	122	-	3	1	370	7	51	137	104	5	3	307

## Appendix 7 - Summary Parking Changes, The West End



- KEY**
- On-street cycle lane
  - Segregated cycle lane
  - Controlled Zone permit holder parking bay
  - Controlled Zone Shared Use parking bay
  - City Car Club
  - Parking bay - 4 Hours Max stay
  - Loading bay
  - Electric vehicle parking bay
  - Disabled parking bay
  - TFE Cycle Hire Parking
  - Domestic bin bay
  - Motor cycle parking bay
  - Single yellow line marking: waiting restriction
  - Single yellow line marking: waiting restriction No loading except off-peak (Mon-Fri 9:30am - 4pm)
  - Double yellow line marking: no waiting at any time
  - Double yellow line/double blue markings: no waiting or loading at any time
- KEY**
- Existing Controlled Zone permit holder parking bay
  - Existing Parking bay - 4 Hours Max stay
  - Existing Motor cycle parking bay
  - Existing Taxi bay
  - Existing Bus stop
  - Existing Loading bay
  - Existing Disabled parking bay
- Loading Bay**  
Loading or Blue Badge Holders only  
Monday to Saturday 8.30am to 6.30pm

Appendix 8 – Representations Received – Summary Table of Objections

Objector	TRO	Objection	RSO	Objection
1	Yes	Reduced parking on Melville Street	Yes	Segregated cycleways on Melville Street
2	Yes	Waiting and loading restrictions on Palmerston Place.  Removal of Permit Parking Grosvenor and Lansdowne Crescent.	Yes	Segregated cycleways on Palmerston Place
3	Yes	Cycle Contraflow on Coates Crescent	Yes	Segregated cycleways on Melville Street
4	Yes	Cycle Contraflow on William Street, Alva Street and Coates Crescent	Yes	Segregated cycleways on Palmerston and Manor Place requiring cyclerule on Bishops Walk
5	Yes	Waiting restrictions to allow for Communal Recycling Bins on Manor Place	No	
6	Yes	Waiting restrictions to allow for Communal Recycling Bins on Manor Place	No	
7	Yes	Waiting restrictions to allow for Communal Recycling Bins on Manor Place	No	
8	Yes	Waiting restrictions to allow for Communal Recycling Bins on Rosebery Crescent  Removal of parking (Permit and P&D) to allow for JustEat Cycle hire stations and Car Club bays on Rosebery Crescent.	No	
9	No		Yes	Segregated cycleways on Palmerston and Manor Place requiring cyclerule on Bishops Walk
10	No		Yes	Segregated cycleways on Palmerston and Manor Place requiring cyclerule on Bishops Walk
11	Yes	Closure of Charlotte Lane and Manor Place.	Yes	Segregated cycleways in West End
<b>Total</b>	<b>8</b>		<b>7</b>	

# Representations Received and Council Responses

## **Objection 1. to TRO/18/92 and RSO/18/21**

My wife and I object to the plans proposed in Traffic Regulation Orders TRO/18/91A & 18/92B and Redetermination Order RSO/18/21 for the "City Centre West to East Cycle Link and Street Improvements Section 2 Haymarket - Randolph Place", primarily because of the proposed changes to Melville Street parking, which we believe would adversely affect our ability to park near our home at [REDACTED] Drumsheugh Place, Edinburgh EH3 7PT and would diminish our overall quality of life.

The information provided on the Council web-site for Traffic Regulation Order TRO/18/91A & 18/92B and Redetermination Order (RSO/18/21) was difficult to review on a laptop (maps are small and broken into panels) and there is no overall guide to the information, so we went to the Walpole Hall drop-in session on Chester Street on 20th May to see what additional information and material was on offer, and to discuss our views and concerns. The drop-in provided complete wall maps, still difficult to read, but there was very little actual new information to support the project proposals. No handouts, no statistics or surveys. The Council representatives did not seem to have tangible links to the project area; they did not live in the area, use Zone 1 or any of the parking, nor did they appear likely to travel across Edinburgh by bicycle. I expect they also can park their cars near their homes. The project officer I spent time with had not been on the project long and would, for example, be commuting to Edinburgh via the Tweedbank train. He could not provide the information requested, so he wrote down my questions and concerns and said he would get back to me, but no-one has. So I am writing them here again in our formal response.

Q1) In all the documentation provided, there is only a single reference I could find to Resident Parking, i.e. at the end of the 18/21 Statement of Reasons. It simply states that "There will be a decrease in parking on affected streets of around 16%, but no net decrease in Residential Permit Parking." The statement is too vague to understand precisely how it would impact our Zone 1 parking and the use of pay parking by Zone 1 permit holders. At this time, we sometimes have to rely on pay parking spaces available to Zone 1 permit holders by dispensation (as an overflow) when Zone 1 parking is full, which at times it is. The statement therefore needs to be fully clarified to include all parking available to Zone 1 permit holders. Zone 1 permit parking is currently at times insufficient.

There are over 100 spaces down the middle of Melville Street that will disappear under the proposed changes. Some 50 such spaces in the Middle of Melville Street are east of Stafford Street nearest our home. There are some designated Zone 1 spaces, but most are pay spaces available to Zone 1 permit holders. Several such spaces in this section alone can be occupied by Zone 1 cars. I have counted them myself. Where will the replacements for such parking spaces, currently available to Zone 1 permit parking, be situated should the proposed changes to Melville Street go ahead? How are these spaces included in the statement in the SoR?

Our own experience is that, over time, Zone 1 resident parking has come under increasing pressure, perhaps as domestic developments have increased in the area. Where we live, there is an increasing need for spaces, not the same, not less. Resident Parking spaces are also often reduced by official closures, illegal parking, mobility vehicles, taxis, trades people, and trades

vehicles with special permits, etc. Some of these are essential to the functioning of the community. Some spaces are even dangerous. Falling dead branches at Drumsheugh Gardens last year caused over £1,000 of damage to our car. Although legally an Act of God, no-one would take any responsibility for looking after the trees or affected parking spaces! We have also experienced vandalism on Chester Street, but Melville Street seems to be relatively secure - so far. Additional Residents Permit parking is required.

Q2) So, how will the loss of parking on Melville Street currently available to Zone 1 permits be compensated for? How far away will this parking be? Please provide a map that shows clearly where the different types of available parking will be? Zone 1 is a large area, but parking should be as close to your home as possible, particularly in a city centre where times may be late, weather might be poor, and people are no longer young, for quality of life and health and safety reasons. I don't want my wife looking for a space far away late at night or in bad weather. Would you? She could wind up trying to park 10-15 minutes away.

Q3) What is the total project cost? What is the cost for Melville Street? How many cyclists are estimated will use the Melville Street route? How was this estimated? Has there been a survey to support the notion?

Q4) Why has Melville Street been chosen as the preferred cycle route? Other routes are available parallel to Melville Street to the south, e.g. William and Alva Streets, that would allow the parking on Melville Street to be retained. It would require only the change of a few traffic signs. Alva Street is a tarmac/blacktop road. It seems a cheaper option and would keep cyclists from the worst of the pollution at the east end of Melville Street where it approaches the major traffic inflow/outflow around Randolph Place, which is getting progressively worse as Edinburgh's west end traffic is increasingly routed here.

Q5) There is duplication of electronic documents provided on the Council web-site: Advert RSO/18/21 and Draft Order RSO/18/21 appear to be the same. Not sure why?

Personally, why would anyone want to cycle along or adjacent to Edinburgh's main streets, even in dedicated cycle lanes, breathing heavy car fumes in the city centre, when there are many nicer and less polluted areas available in and around the city, especially if children are included.

No, in conclusion, we must object to the plans presented in Traffic Regulation Orders TRO/18/91A & 18/92B and Redetermination Order RSO/18/21 for the "City Centre West to East Cycle Link and Street Improvements Section 2 Haymarket - Randolph Place". We would still appreciate you addressing our questions and concerns.

Please acknowledge receipt of this objection, and also make sure that we receive the project alerts as promised at the drop-in.

Thank you.

Drumsheugh Place, Edinburgh EH3 7PT (mob: 07 )



## **Response 1.**

Dear Sir/ Madam,

### **CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS TRO/18/92, AND RSO/18/21**

Thank you for submitting a representation to the Statutory Consultation for the above orders. We are treating your representation as an objection to both the Traffic Regulation Order (TRO/18/92) on the basis of parking reduction, and an objection to the Redetermination Order (RSO/18/21) on the basis of route alignment on Melville Street.

Please find below a response to the comments and queries that you have raised.

### **Availability of Information**

I am sorry to hear that you felt there was insufficient information provided online, or at the drop-in session. You can find more information regarding the CCWEL project on our website here: [www.edinburgh.gov.uk/ccwel](http://www.edinburgh.gov.uk/ccwel). I am also sorry to hear that you did not receive a response to your questions after the drop-in event. If there are any questions that you still wish to raise do not hesitate to contact me using the details supplied below.

### **Residential Parking**

The changes associated with these orders would increase the number of spaces exclusively available to Residential Permit holders in Zone 1 by a total of 18 additional spaces. The main increases will be seen on Coates Crescent, Alva Street, Walker Street and Melville Street (primarily to the West of Melville Crescent).

On the section of Melville Street to the East of Stafford Street there are currently eight Residential Permit spaces. Under the project proposals this will be increased to 12.

You are correct that there will be a significant decrease in Pay & Display parking, however 104 Shared Spaces will be introduced, which can be used by Residential Permit Holders, or by Pay & Display customers.

A map showing the proposed location of all of the different parking bays can be found on our website at the address above.

### **Project Cost**

The total cost of the City Centre West to East Cycle Link and Street Improvements Project is estimated at between £10.5M – £11.5M. This includes the construction of segregated cycleways, and where required the reconstruction of footways and carriageways, through the city centre from Roseburn to Randolph Place, and from St Andrew Square to York Place.

The cost of the CCWEL interventions associated with these orders (Section 2, Haymarket to Randolph Place) is approximately £5M, however this includes significant investment in public realm improvements in Melville Crescent.

It is important to note however, that a large proportion of the funding which is assigned to the CCWEL project will come from third parties, and not the Council. This is because it is anticipated that much of the funds which will go towards construction will be granted to the Council by the Scottish Government (via Sustrans Scotland) specifically for the delivery of this project, as part of their Places for Everyone funding stream. As such the direct cost to the council is much smaller than the overall cost of the scheme.

### **Demand for Proposals**

As part of the Project Justification Report which was developed in 2014, a Cycle Demand Model was carried out. This model forecast a potential increase in one-way commuter cycle trips across the route from 1,675 to 3,142 – an increase on 88% (1,467). This represents an increase of 16% in the number of people cycling to work across Edinburgh to 10,872.

The project has involved significant stakeholder and public consultation and engagement. An initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16. This consultation exercise received 2,771 responses, of which 1,768 (or 66%) were supportive.

### **Route Choice – Melville Street**

Melville Street is a wide street, which leads directly towards the City Centre. It is already part of National Cycle Route 1 and well used by people cycling for various types of trips, as an alternative to Shandwick Place. There is a large amount of space between the buildings meaning that it is possible to provide a coherent protected cycleway along it's full length.

In contrast, William Street, is a very narrow and cobbled street which terminates in a T junction at both ends. It would not be possible to provide a coherent protected cycleway along any of the length of William (or Alva) Street, without enormous impact on other road users.

### **Duplication of Documents**

I am unsure why some of the documents have been duplicated, and apologise for any confusion.

We hope that you find the above response related to your representation, and objection to the advertised Traffic Regulation Order, and Redetermination Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here:

<http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order, and the Redetermination Order for the project. However as several objections to specific aspects of the Redetermination Order have been received, the

council will need to seek input from the Scottish Government, who will determine the outcome of the order, before proceeding..

As your representation contains objection to a specific aspect of the Redetermination Order, should you wish for this objection to be maintained, you may be contacted by a representative of the Scottish Government in the coming weeks, and it is possible that a public hearing will be required.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.

## **Objection 2 to TRO/18/92 and RSO/18/21**

### **Comment**

I am a long-term resident in the area concerned. I use my car for my charity work and to transport my wife, who has mobility issues, about. I use the bus in town for journeys and my cycle for exercise and recreation. I can therefore claim to be able to comment usefully on all the transport aspects of this proposal.

### **Issues**

#### Palmerston Place Cycle Lanes.

- 1) On the west side, from West Maitland Street, north to Grosvenor Crescent. I know of three residents with disabled car badges who use this area to park outside their houses. With severe mobility issues, these people will now be unable to drive or be transported, to the detriment of their quality of life. By definition, parking away from their main entrances is a blight to their mobility.
- 2) Again, on the West Side, continuing down to Chester Street. There are four residents in the area who rely on grocery deliveries from Tesco/Sainsbury/etc. These people are unable to walk any distance or carry supplies and these delivery services are their lifeline. There are another three, at least in area 1) above, who rely on grocery delivery. At a time when grocery delivery is encouraged to save multiple car journeys, this appears to be a counter intuitive proposal.
- 3) There is an Early Days Nursey at No 36. There, hard working parents are able to continue working by dropping off their children. There is no alternative, or free parking nearby, recent allowances to residents to have two parking permits mean that parking in and around Grosvenor/Lansdowne/etc is at a premium and often unavailable. If this facility, to leave their children in the Nursery's care is removed, I have no doubt that some parents will have to give up work and about ten nursery staff will be unemployed.
- 4) On both sides. Outwith working hours, and in particular on a Sunday, these areas are much used by the congregations of both St Mary's Cathedral and Palmerston Place Church. By and large, they are elderly and lack mobility. To remove the OOH parking will deter these good people from attendance. I understand that two disabled spaces will be placed outside St Mary's. This is wholly inadequate and a sop to possible objections.

#### Grosvenor/Lansdowne Crescents

Here, alterations are to be made to the already congested residents parking by the installation of speed humps, presumably to reduce speeding, in a short road where it is hard to speed in any case. Some residents parking will be lost

- 1) The National Institute for Health and Care Excellence (NICE) and a study by Imperial College has recommend that the positioning of speed bumps encourage driver to speed up and slow down between them. This adds to harmful emissions and noise pollution for nearby residents. Smooth driving reduces emissions and stop start acceleration and deceleration is harmful. An Imperial Study found that in one north London street with a speed limit of 20mph and fitted with road humps, a petrol driven car produced 64 per

cent more Nitrogen Oxide and 47 per cent more particulate matter, with 60 per cent more Carbon Monoxide emissions.

2) Following on from the issue of smooth driving and on a day when Edinburgh (largely thanks to its previous schemes, e.g. forcing all traffic onto Queen Street, shutting of access down to Stockbridge via Ainsley Place etc) has the biggest congestion problems in the UK, the proposal here is to shut off vehicular access into Grosvenor and Rosebery Crescents. This will put additional cars into the 100yd stretch that is West Maitland Street, already a very congested place, feeding in from four roads on the way East and South. I suggest a site visit from one of your staff around 10am one day to see the chaos now in place thanks to the reduction of traffic into two lanes from the tram project and then to quantify, by counting the cars now using Grosvenor Crescent in particular, the further input into this narrow road that is West Maitland Street.

### **Suggestions**

- 1) Regarding the Palmerston Place Cycle Lanes. The introduction of these lanes has large unintended consequences which, in my view and in those of my fellow residents share. Road safety comes from good visibility, road sense and speed. A bit of white paint is not a force field against encroaching and impatient motorists. I should be happy to read the quantative risk assessment of this particular area of the proposal, balancing hazard against risk. This is a wide, well lit street with no hill to hinder visibility. There will be great inconvenience to elderly resident, church goers and working mothers should these lanes be provided and brief period parking stopped.
- 2) With reference to the speed bumps in Grosvenor/Lansdowne Crescents. Much more effective and requiring very low maintenance, would be the introduction of Radar Speed Indicators, with 20mph as the target. They have a proven efficacy in speed reduction without sudden braking and leave an impression with the driver that prevent acceleration afterwards. New models also offer data collection for analysis and are solar powered. No parking would be lost, pollution would not be increased and the inevitable maintenance of the speed humps would not be needed.

### **Conclusion**

Whilst as a cyclist, I applaud any attempt to make life safer, I would suggest that, in this case the areas I have highlighted be revisited.

To believe and to misquote Mao Tse Tung, that a million cyclists will flower when this project is delivered is fallacious. Edinburgh is a hilly and intemperate city and those who do cycle are doing so now. At a time when this country is experiencing rickets amongst the young because they don't get off their sofas and Ipads, the idea that this project will deliver increased fitness is virtue signalling. There are ample traffic free cycle routes in and around the city already and when I use them, I rarely see a child on them.

The project is not fully linked, for example there will be no cycle lanes in Grosvenor or Lansdowne Crescents as to do so would rob the council of much needed funds from parking revenues. So, a cyclist will be "safe" in his lane towards Haymarket, but "unsafe" in these crescents. You have the tool to reduce cycling accidents already in the 20mph speed limit, a regulation unenforced and unenforceable due to police and council cutbacks. Introduction of

frequent speed camera checks, both fixed and mobile will soon get the message across, particularly away from the rush hours, when virtually no vehicle obeys this regulation.

By way of comment I also submit (and I am one of them) that another project to reduce pollution and congestion, the one-line tram system, has done more to injure (and in one case kill) cyclists than normal traffic has ever done. It is also a large contributory factor to the congestion in the West Maitland/Haymarket area and has not taken one bus off the road.

I urge the council to reconsider this plan, in particular regarding the local issues I have highlighted and I welcome your feedback.

## **Response 2.**

Dear Sir/ Madam,

### **CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS TRO/18/92, AND RSO/18/21**

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Traffic Regulation Order (TRO/18/92) on the basis of the introduction of waiting and loading restrictions on Palmerston Place, and the introduction of Speed Humps and consequent reduction of parking on Grosvenor Crescent.

We are also treating your representation as an objection to the Redetermination Order (RSO/18/21) on the basis of the introduction of segregated cycleways on Palmerston Place.

Please find below a response to the comments and queries that you have raised.

#### **Palmerston Place Cycle Lanes**

Under the advertised Traffic Regulation Order restrictions to waiting and loading would be introduced on Palmerston Place which would ban waiting (effectively parking), while still allowing Loading along most of the street outside of Peak Times (ie: from 7:30am - 9:30am, and 4:00pm – 6:30pm), meaning that, for example, supermarket deliveries would still be able to be received.

However there would have been one area – immediately opposite of the Cathedral – where Loading would be banned all day.

In response to your objection, we are proposing to slightly amend the proposed Traffic Regulation Order for this specific area, such that, like for the rest of the street, loading will only be prohibited during peak times, from Monday to Friday, along the full length of the affected area of Palmerston Place.

Thus, although, where the relevant restrictions apply, parking will not be permitted at any time, all residents will be able to receive deliveries and be picked up or dropped off, (or pick up or drop off children) along the full length of Palmerston Place except during peak times, Monday to Friday.

Furthermore, Blue Badge holders are able to park wherever loading is permitted. This means that Blue Badge holders will be able to park on the double yellows on Palmerston Place at any time, except during peak times Monday to Friday.

#### **Grosvenor / Lansdowne Crescents**

The proposed speed humps on Grosvenor Crescent serve a dual purpose. The both slow down traffic, and provide indicative crossing points for people accessing the gardens. In this way they also provide a level crossing facility for people with mobility impairments. As such they have been placed at the gates into the gardens.



These are quiet streets, and are likely to be even quieter following the implementation of the CCWEL, as such it is likely that the pollution associated with vehicles on these streets will be very low. The key concern in such an environment is vehicles speeds, and it is this issue which the speed humps seek to address, to ensure a safe environment for people cycling of all abilities.

The proposed restrictions on traffic turning into Grosvenor Street and Rosebery Crescent are not part of this Traffic Regulation Order and are being dealt with as part of separate Statutory Consultation procedures.

### **Demand for Proposals/ Eventual Use**

As part of the Project Justification Report which was developed in 2014, a Cycle Demand Model was carried out. This model forecast a potential increase in one-way commuter cycle trips across the route from 1,675 to 3,142 – an increase on 88% (1,467). This represents an increase of 16% in the number of people cycling to work across Edinburgh to 10,872.

The project has involved significant stakeholder and public consultation and engagement. An initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16. This consultation exercise received 2,771 responses, of which 1,768 (or 66%) were supportive.

We hope that you find the above response related to your representation, and objection to the advertised Traffic Regulation Order, and Redetermination Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here: <http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order, and the Redetermination Order for the project. However as several objections to specific aspects of the Redetermination Order have been received, the council will need to seek input from the Scottish Government, who will determine the outcome of the order, before proceeding.

Furthermore, it is possible, based on the nature of some of the objections that have been received, that a public hearing may be required. Should this be the case, due to the nature of your objection to the Traffic Regulation Order, should you wish for it to be maintained, you may be invited to take part.

Finally, as your representation contains objection to a specific aspect of the Redetermination Order, should you wish for it to be maintained you may be contacted by a representative of the Scottish Government in the coming weeks.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

## Appendix 9 – Representations Received, and Council Responses

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.

**Objection 3 to TRO/18/92 and RSO/18/21**

Dear Sir/Madam,

I am writing to express my opinion about the proposed plan over in the West End, where I currently live. There seems to have a massive alteration in traffic for the cyclists and presumably for their safety. I do agree we need to look after all road users' safety, including cyclists. But does this plan help? I am not convinced.


First of all, it looks like this would try to divert all cycling traffic towards Melville Street, and away from the busy Shandwick Place. But this won't work. As all human being try to use the shortest route for travelling, who would cycle up 2 blocks to use Melville Street instead of Shandwick Place, which is clearly the most direct route. That will only be possible if all cyclists will be banned from using Shandwick Place but I know that won't be possible. And secondly, towards the end of Melville Street at Queensferry Street, there will be nowhere to go and cyclists will eventually end up travelling along the busy Queensferry Street with no cycling lanes and lots of bus stops on both sides. This is hugely dangerous. My prediction is that the cycling lanes in Melville Street will be empty because it is not convenient to cyclists.

I live in Coates Crescent and I know the road extremely well. The proposal seems to ignore some basics. The proposed plan will create a few more residential parking spaces near #12 to #15 on the left, to compensate the loss of spaces elsewhere. This is welcome but Coates Crescent is not very wide and sometimes being used for buses when there is a problem with the tram tracks and due to other diversions. How can that be possible to have parking spaces on both sides there? More ridiculous is that, under the new proposal, cyclists are allow to go against the traffic! First of all, how wide is the road if both sides are full of parked cars? Were we told to leave cyclists plenty of space? Worse if the cyclists are travelling towards you! If you try to park your car there, particularly to the left as we do now, you will be going towards the cyclists! This is essentially building an accident blackspot! The chance for any residents who park there to have an accident will be very high. Also, it also increase the chance for cyclists to damage parked cars. I know that happens and don't fool yourself saying that this won't happen as all cyclists are careful... the Deliveroos are certainly not, neither are UberEats. This is indeed insane.

Finally, this is a very expensive project and will create a fancy cycle lane that few will use because the whole plan was not thought through properly. During the consultation, I was told there were funds "ring-fenced" for this. Well, I think these funds should be release to mend the pot holes that on many Edinburgh trunk roads (those on Western Approach Road West bound were waited for years to be mended!). How about the pavements that need to be re-surfaced? How about extra streetlights so that it is not so dark in winter? How about investing in improving public transports so that more of us give up cars?

This is a classic white elephant project to please minority users. It might be nice for publicity but for local residents, this is worse than pointless. It also creates dangerous spots for cyclists as well as other road users. I think it's not cheap already to draw up these "plans" and I think we have spent enough there. Let's face it, unlike Amsterdam or Munich, British cities, including Edinburgh, were not designed for bicycles. To force the issue unnecessarily won't work.

Yours faithfully,

 Coates Crescent

### **Response 3.**

Dear Sir/ Madam,

CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Traffic Regulation Order (TRO/18/92) on the basis of the introduction of cycle contraflow on Coates Crescent.

We are also treating your representation as an objection to the Redetermination Order (RSO/18/21) on the basis of the proposed route alignment along Melville Street.

Please find below a response to the comments and queries that you have raised.

#### **Cycle Contraflow – Coates Crescent**

The Edinburgh Street Design Guidance includes a presumption in favour of all streets being two-way for people on bikes. Research has shown that permitting cycle contraflow, even on narrow streets, can have safety benefits including encouraging cyclists to shift from arterial routes to quieter streets and reducing footway cycling. You can find more information on our website here: [http://www.edinburgh.gov.uk/downloads/file/12353/c5 - contraflow cycling](http://www.edinburgh.gov.uk/downloads/file/12353/c5_-_contraflow_cycling)

#### **Route Alignment – Melville Street**

The route alignment for the CCWEL project was initially developed using a feasibility study in 2014, which assessed a number of potential route alignments between Roseburn and George Street. The chosen alignment between Haymarket and Charlotte Square will run along Rosebery and Grosvenor Crescent, Bishops Walk, Melville Crescent, and then along Randolph Place and through the north vennel around West Register House into Charlotte Square. This provides a direct route to George Street and the City Centre.

As part of the Project Justification Report which was developed in 2014, a Cycle Demand Model was carried out. This model forecast a potential increase in one-way commuter cycle trips across the route from 1,675 to 3,142 – an increase on 88% (1,467). This represents an increase of 16% in the number of people cycling to work across Edinburgh to 10,872.

The project has involved significant stakeholder and public consultation and engagement. An initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16. This consultation exercise received 2,771 responses, of which 1,768 (or 66%) were supportive.

#### **Funding**

It is not possible to re-direct the funding which is assigned to the CCWEL project. This is because much of the funds which will go towards construction will be granted to the Council by the Scottish Government (via Sustrans Scotland) specifically for the delivery of this project, as part of their Places for Everyone funding stream.

We hope that you find the above response related to your representation, and objection to the advertised Traffic Regulation Order, and Redetermination Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here: <http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order, and the Redetermination Order for the project. However as several objections to specific aspects of the Redetermination Order have been received, the council will need to seek input from the Scottish Government, who will determine the outcome of the order, before proceeding.

As your representation contains objection to a specific aspect of the Redetermination Order, should you wish for it to be maintained you may be contacted by a representative of the Scottish Government in the coming weeks., and it is possible that a public hearing will be required.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurighd McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.



**Objection 4 to TRO/18/92 and RSO/18/21**

Dear Sir,

CCWEL Haymarket to Randolph Place Statutory Consultation

Ref: RSO/18/21, TRO/18/92A and TRO/18/92B

We have a number of comments and objections to make to the latest plans for the above section of the Cycle Link, particularly in relation to its passage through the private road at Bishop's Walk.

Major Safety concerns re Bishop's Walk

We are owners of residential parking between Manor Place and Palmerston Place, which is accessed via the private Road at Bishop's Walk. There are 97 residents' parking spaces, all of whom use this single car width access road, which makes it manifestly unsuitable and unsafe to be used as part of the cycle highway. We have a heritable right of access over the road and have also paid for the upkeep of the road surface and the adjacent grassy area alongside the footpath from Palmerston Place, on which you plan to construct the bike route.

The road is very narrow and requires us to exit from the car park through a narrow entrance in the stone boundary wall, marked in blue and A on the adjoining map and a photo of the view is attached. Cars entering and leaving are usually moving at walking pace as the turn is very tight and visibility to check whether the route to Manor Place is clear is non-existent until the car is already about a car length out into Bishop's Walk. For this reason there is a metal fence, marked in red and B on adjoining map, at the end of the grassy area to provide some safety margin for cars turning out.

If a car has already entered from Manor Place there is no room to pass and one vehicle must reverse. The current council plan shows an area hatched in white, marked D, which is supposed to prevent cars parking there and provide better visibility, but this will not be effective. We have tried many ways of keeping this area clear but locals know it is private land and they will not be penalized or ticketed for parking there, so it is used as free parking by cars and vans EVERY day, under our "NO Parking" sign! Prior to the metal fence being erected, works vans and other vehicles also parked regularly on the grassy area, doing a lot of damage to the grass surface which had to be leveled and replanted at our expense.

At present, bikes using the path and the road are forced to slow down to go around the end of the metal fence and cannot collide with cars exiting the car parks. If the cycle way is built as currently envisioned, they will be moving much faster and closer to the car park entrance. That will make exiting from our car park onto our private access road much more difficult and dangerous than it already is.

To avoid creating a safety hazard, it's essential that bikes are forced to slow down to the same speed as the pedestrians and cars using Bishop's Walk. They must also give way to cars and pedestrians exiting the car park. Having the give way lines at the blind car park exit doesn't work as there is no safe visibility unless the safety fence is maintained. The current map is also unrealistic in that it appears to show room for two cars to move through this space, which is physically impossible. As well as give way lines applying to users leaving the cycle path and joining our private access road, the largest part possible of the fence must be

retained. Some cyclists will ignore speed restrictions and road markings, so nothing less than a physical barrier will be safe.

Other Bishop's Walk comments

- Putting metal fencing along the shrub area adjacent to No 24 Manor Place will further reduce the width of the already very narrow road for both bikes and cars. Cars won't pull over as far if they risk hitting their mirrors on a new fence. The fence idea appears to exacerbate the tightness of the limited available space, and hence potential safety issues, without adding anything to the design.
- Removing the metal railings along the length of the Bishop's walk footpath adjacent to the Cathedral Gardens creates a further safety hazard and loss of amenity for local residents who enjoy the gardens with young children, and for the many dog owners who exercise their dogs there. At present this is a safe space but with the railings removed children and dogs will be able to run out from the garden towards the busy traffic in Palmerston Place and Manor Place, together with the presumably much busier new cycle way. Currently, as long as they are not near the gate half-way along the footpath, they are safely contained.
- We object to putting a bike rack in this area. It is badly lit at night and unlikely to remain secure. If more bike racks are required, the council should site them in better lit and higher foot traffic areas on public property. People will also walk and cycle over the grass and wear it down, as they do at the moment, rather than use the hard standing from the footpath for access.
- We also object to the siting of 2 benches on this area. Their use will lead to an increase in noise and litter.
- The benches in the Cathedral garden are already often used by homeless rough sleepers. It feels like a security risk if more benches are sited on what is a quiet and badly lit footpath.
- We note that there is no intention for Edinburgh Council to provide any ongoing supervision or maintenance of Bishop's Walk or the garden area on which they wish to site the benches and Cycle storage racks.

And now some general comments:

- The planned crossing at the Manor Place end of Bishop's Walk is very close to the junction, making it difficult for cars waiting to turn in and out to avoid queuing right on top of the crossing.
- Manor Place bollards - Previous proposed plans have shown the Melville Crescent area as one which would prioritise pedestrian spaces. Closing off the street junction with bollards at the Manor Place/Melville Street junction will result in many more car journeys and a much longer diversion for all vehicles travelling north/south on Manor Place, forcing them to go through the Melville Crescent junction and around by Melville Street, Walker Street and Chester Street. The West End Medical Practice in Manor Place will also be congested as any vehicles dropping off or attempting to park there will have to turn around at the bollards as there is no other exit.

- 2 way cycle traffic in one way streets at Alva Street, William Street and Coates Crescent – as someone who uses these streets daily as a pedestrian, I think 2 way bike traffic will be confusing and create a safety issue for those pedestrians who are unaware that bikes may approach from both directions. There are ample routes already available for wheeled vehicles without making this change.
- Parking - Holders of Resident Parking Permits should continue to have shared use of all the Pay and Display parking bays in Zone 1. In Palmerston Place, since the tram works, we have no residents' bays left and are about to also lose more Pay & Display spaces.
- Traffic light and crossings – We already have lots of queuing traffic in Palmerston Place at peak times since most traffic was rerouted along there from Manor Place and other turning restrictions put in place after the tramway was completed. This crossing will be the 4th set of lights within a matter of a few hundred metres in Palmerston Place. Will they be synchronised in such a way as to minimise queuing traffic getting held at each set of lights? Under no circumstances should either of the crossings at each end of Bishop's Walk make any audible noise. We already hear the tram bells each time they cross the Palmerston Place-West Maitland Street junction.

#### Summary

We are not opposed to the cycle scheme per se, but it is essential that it's implemented in a way which doesn't create safety and security hazards for local residents and/or cyclists. We suggest that a further site visit is made to Bishop's Walk in order that the blind car park exit and the tightness of the available space for shared use can be appreciated fully, and safer solutions found.

While safety and security concerns are paramount, please also give careful consideration to our other concerns. It is important to balance the interests of passing cyclists with amenity for local city centre residents who live here all the time.

Yours faithfully,

Shona and Christopher Morrison

**Response 4.**

Dear Sir/ Madam,

CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Redetermination Order (RSO/18/21) on the basis of the proposed route alignment along Manor Place and Palmerston Place, which requires the routing of cyclists along Bishops Walk.

We are also treating your representation as an objection to the Traffic Regulation Order (TRO/18/92) on the basis of the introduction of cycle contraflow on William Street, Alva Street and Coates Crescent.

Please find below a response to the comments and queries that you have raised.

**Bishop's Walk – Driveway Entrance**

Under the proposals people cycling along the CCWEL route will use the existing driveway entrance to the private car-park for residents of Palmerston and Manor Place. There will not be any significant changes to the design of the driveway itself.

This driveway access is very quiet, and meets Manor Place, which is a quiet street. The nature of the driveway is such that vehicles speeds are very low. As such safety concerns are considered to be minimal. The project proposals have been subject to a Road User Safety Audit, which did not raise this as a major concern, and the designs will be subject to a further Road User Safety Audit (Stage 2 – Detailed Design) before any construction takes place.

The waiting and loading ban associated with the proposed zebra crossing on Manor Place will remove some of the Single Yellow Line designation, which will improve sightlines at this junction, including for people turning into Bishops Walk from Manor Place northbound.

**Cycle Contraflow – William Street, Alva Street and Coates Crescent**

The Edinburgh Street Design Guidance includes a presumption in favour of all streets being two-way for people on bikes. Research has shown that permitting cycle contraflow, even on narrow streets, can have safety benefits including encouraging cyclists to shift from arterial routes to quieter streets and reducing footway cycling. You can find more information on our website here: [http://www.edinburgh.gov.uk/downloads/file/12353/c5 - contraflow cycling](http://www.edinburgh.gov.uk/downloads/file/12353/c5_-_contraflow_cycling)

We hope that you find the above response related to your representation, and objection to the advertised Traffic Regulation Order, and Redetermination Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment

Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here: <http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order, and the Redetermination Order for the project. However as several objections to specific aspects of the Redetermination Order have been received, the council will need to seek input from the Scottish Government, who will determine the outcome of the order, before proceeding..

As your representation contains objection to a specific aspect of the Redetermination Order, should you wish for it to be maintained you may be contacted by a representative of the Scottish Government in the coming weeks, and it is possible that a public hearing may be required.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.

**Objection 5 to TRO/18/92**

Good morning Rurigdh

I hope you are well.

I am pleased to see that the cycle plans are proceeding and going by the plans, it looks like you have managed to include railings along the garden patch on Bishops Walk. If that's the case, this is excellent news, thank you. The West End project recently painted the wall to cover the graffiti, thankfully nothing else has been added, so the railings will be a welcome addition to protect the building.

I write to you on another note today however. Neighbours on the street have shared plans from the recent meeting on the cycle development and there has been some concern raised on the positioning of the public bins in those plans.

I understand the requirement for bins, however, I too have concerns on their proposed location.

It appears they will be positioned directly outside my property. Currently I have to dispose of up to 10 black bags full of litter and leaves annually that fall within my front entrance due to the trees in the Cathedral and litter being dropped by tourists and passers by.

Public bins being located so close to my entrance will only increase this and cause a health and safety issue for me least of all be unsightly in a newly developed cycle/walk way.

The bins on Williams Street work well for the local community and tourists alike and there is plenty of space for such bins there, even if they were to increase. I don't see the sense in placing large public bins in front of residential properties and the Cathedral when there is empty space on a slightly quieter street, less than 50 m away.

I hope that these plans can be reconsidered. As I am rather upset at the extent of how much litter we will receive on our property if it proceeds.

Thank you

Kind regards

[REDACTED]

[REDACTED] Manor Place



**Response 5.**

Dear Sir/ Madam,

CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Traffic Regulation Order (TRO/18/92) on the basis of the introduction waiting and loading restrictions on Manor Place to allow for space for Communal Recycling Bins.

Please find below a response to the comments and queries that you have raised.

**Communal Recycling Bins**

We have liaised closely with Waste and Cleansing Services in the development of the plans for CCWEL Section 2 and have sought to make sure that our proposals are future-proof for the delivery of the Council's Communal Bins Review, which aims to enhance the provision of recycling throughout the city.

It would be difficult to fit all of the bins which are required at the locations you mention on William Street. Furthermore, the proposed bin location has been chosen to ensure that people on the West side of Manor Place do not need to cross the road to access recycling bins.

**Bishops Walk**

Yes, we are proposing to install railings along the garden area at the Eastern end of Bishops Walk as part of the CCWEL project.

We hope that you find the above response related to your representation, and objection to the advertised Traffic Regulation Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here:  
<http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

## Appendix 9 – Representations Received, and Council Responses

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.

**Objection 6 to TRO/18/92**

Rurigdh,

I am the owner of the property at [REDACTED] Manor Place, Edinburgh.

I refer to the latest Project Update for the City Centre West to East Cycle Link and Street Improvements project (CCWEL) and to the meeting at Walpole Hall on 20<sup>th</sup> May.

It is good that the project is progressing, but I would ask that the proposed positioning of the large refuse bins at the corner of Manor Place and Bishops Walk be removed from the project, and that the existing Permit Holder Only parking bay remain in place as it is at present, for the following reasons:-

- a) Siting large bins in this position would give rise to safety concerns – visibility would be restricted for anyone driving out of Bishops Walk and turning on to Manor Place. There is already a problem at present in this respect with delivery and work vans parking on occasion (without permits) in these bays, and on the single yellow line section to the north of the bays. In other words, placing domestic bins in this location will be dangerous.
- b) There is already a shortage of Resident Permit Parking provision on Manor Place. Although further bays may be added as part of the current proposals, it makes sense to retain existing bays.
- c) On most days (including during winter months) visitors to the city can be seen on the other side of Manor Place (ie opposite 22 and 24) taking photographs of St Mary's Cathedral and the Cathedral Green. Placing unattractive refuse bins in front of a tourist attraction is counter-productive.
- d) Until recently there were large domestic bins on William Street (just along from the corner of William Street and Manor Place). These were moved recently by builders working on the mews development on William Street but there is space for bins in the original position (and no properties overlook this location).

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

Edinburgh

**Response 6.**

Dear Sir/ Madam,

**CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21**

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Traffic Regulation Order (TRO/18/92) on the basis of the introduction waiting and loading restrictions on Manor Place to allow for space for Communal Recycling Bins.

Please find below a response to the comments and queries that you have raised.

**Communal Recycling Bins**

We have liaised closely with the Waste and Cleansing Department in the development of the plans for CCWEL Section 2 and have sought to make sure that our proposals complement the Council's Communal Bins Review, which aims to enhance the provision of recycling through the city.

It would be difficult to fit all of the bins which are required at the proposed locations on William Street. Furthermore, the proposed bin location has been chosen to ensure that people are not required to cross the road to access the bins in William Street, and so as to enhance the amount of recycling available.

The impact on Residential Parking is minimal, given that these proposals will significantly increase the number of Residential Parking spaces on Manor Place from 29 to 38. The project designs will be subject to a Road User Safety Audit in advance of construction, and any safety risks will be picked up then.

The bins will not obscure the view of the cathedral.

We hope that you find the above response related to your representation, and objection to the advertised Traffic Regulation Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here: <http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

## Appendix 9 – Representations Received, and Council Responses

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.



**Objection 7 to TRO/18/92**

Dear Rurigdh

Many thanks for your time today. The project is clearly coming along and I think is more balanced in approach.

One thing I did discuss with your colleague was the positioning of the large domestic bins at the corner of Bishops Walk and Manor Place. I would ask that the parking provision currently in place remains and the bins are located on William St. The reasoning being:

- (1) Putting unsightly bins in front of the stunning cathedral seems counter-intuitive. The cathedral is one of Edinburgh's main tourist attractions with many tourists taking photos of the cathedral every day. Photos of Scotland's main episcopal church would be great spoilt by the bins. Even more so when (as happens) the bins are not emptied when they are supposed to be and they overflow.
- (2) Over the years, there have been proposals for putting another parking space close to the corner of Bishops Walk and Manor Place. I understand that one of the reasons this had not happened was concern over safety in that visibility would be impaired when driving out of Bishops Walk and turning right onto Manor Place. The bins are taller than many cars and without windows cannot be seen through. Placing the bins here could be dangerous.
- (3) There is a shortage of parking spaces which I understand may be alleviated by the new arrangements, but why lose a space if this can be avoided.
- (4) There is 'dead' space near the corner of William St and Manor Place on William St, where historically the large domestic bins sat. When the development of the mews opposite on William St was undertaken, the builders working on the development pulled the across the road to their current position to reserve parking spaces right beside the development. There is room for at least three bins (up from the current two) in this area, possibly four. This site on William St is only 50m from Bishops Walk.

I would be grateful to hear your thoughts.

Many thanks



**Response 7.**

Dear Sir/ Madam,

CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Traffic Regulation Order (TRO/18/92) on the basis of the introduction waiting and loading restrictions on Manor Place to allow for space for Communal Recycling Bins.

Please find below a response to the comments and queries that you have raised.

**Communal Recycling Bins**

We have liaised closely with the Waste and Cleansing Department in the development of the plans for CCWEL Section 2 and have sought to make sure that our proposals complement the Council's Communal Bins Review, which aims to enhance the provision of recycling through the city.

It would be difficult to fit all of the bins which are required at the proposed locations on William Street. Furthermore, the proposed bin location has been chosen to ensure that people are not required to cross the road to access the bins in William Street, and so as to enhance the amount of recycling available.

The impact on Residential Parking is minimal, given that these proposals will significantly increase the number of Residential Parking spaces on Manor Place from 29 to 38. The project designs will be subject to a Road User Safety Audit in advance of construction, and any safety risks will be picked up then.

The bins will not obscure the view of the cathedral.

We hope that you find the above response related to your representation, and objection to the advertised Traffic Regulation Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here:  
<http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order.

Appendix 9 – Representations Received, and Council Responses

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurighd McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.

**Objection 8 to TRO/18/91**

Dear sirs,

I wish to formally object to the above. I attach previous comments to which I have had no formal response and am disappointed that the residents of Rosebery Crescent have not been consulted regarding design detail during the development of this scheme despite having both views and expertise of value. Indeed many of my neighbours have taken the view that whatever they say the council will ignore it.

The detail proposals have a number of significant additional flaws,

1. The communal waste bins CANNOT be moved further up Rosebery Crescent as there is no communal waste provision on Haymarket Terrace or Clifton Terrace and residents already have to carry their waste further than the accepted distance of 30m. I regularly have to clear up bags and/or report issues 9twice this week and 4 times last week)
2. The waste lorries are left side lift only and as such if the street is to be one way the bins at the south end need to be on the opposite side of the street, The only feasible location is adjacent to Easy coffee in what is currently designated as a loading bay based on this and item 1 comment.
3. Rosebery Crescent is NOT part of the train station and removing 4 parking bays to put Just Eat bikes when there are 2 locations at the station which are of equivalent size (Corner of Haymarket/Dalry Road and Outside M&S window. These parking bays currently provide an essential resource for short stay parking for the local businesses, tradesmen and the like, reducing the number of bays by 50% will have serious consequences for them and congestion from double parking.
4. Removal of a parking bay for city car club cars when there are other locations such as Grosvenor Street already just adds to the problem in item 3. If you wish to increase provision this should be in Coates gardens, which broadens the geographic coverage of the scheme and reduces the traffic pressures in Rosebery Crescent
5. We have a significant problem with Uber and other drivers who pick up from the station and I see no attempt to resolve this issue in your proposals which will exacerbate the manoeuvring caused by the one way proposal creating hazard for the entry/exit to the cycle path in Rosebery Crescent.
6. I see no provision for secure residents bike parking facilities in the proposals such as Douglas Crescent.

In summary, this scheme has been poorly thought through in relation to the already significant pressures we have in Rosebery Crescent which is disappointing considering the overall value of the scheme.

Kind regards

Paul Hancock

Paul and Dorothy Hancock  
8A Rosebery Crescent  
Edinburgh  
EH12 5JP

07887 506060 (Paul Mobile)

**Response 8.**

Dear Sir/ Madam,

CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Traffic Regulation Order (TRO/18/92) on the basis of:

- The introduction waiting and loading restrictions on Rosebery Crescent to allow for space for Communal Recycling Bins.
- The removal of parking for both JustEat Cycles hire stations, and City Car Club bays.

Please find below a response to the comments and queries that you have raised.

**Communal Recycling Bins**

We have liaised closely with the Waste and Cleansing Department in the development of the plans for CCWEL Section 2 and have sought to make sure that our proposals complement the Council's Communal Bins Review, which aims to enhance the provision of recycling through the city.

The bins installed as part of the Communal Bins Review will not be serviced by left loading vehicles, they be serviced by rear loading vehicles. They will also be only a short distance further from Haymarket Terrace than they presently are, as a result of the JustEat Cycle Hire station.

**Parking in Rosebery Crescent**

While there will be a reduction in overall parking spaces on Rosebery Crescent, there will only be one fewer Residential Permit space. Furthermore, across Rosebery, Grosvenor and Lansdowne Crescent, there will actually be an increase in the number of Residential Permit Spaces, from 104 to 107.

The relevant parking survey has found that surrounding streets in the West End area have sufficient capacity for all displaced Pay and Display Spaces.

The JustEat Cycles hire station, and City Car Club bay are located at this point to enhance the transport interchange provision in the Haymarket area. Locating these facilities elsewhere would minimise the benefits associated with this. Furthermore, the JustEat Cycles hire station is located on the north side of Haymarket Terrace so that it provides easy access to the CCWEL cycle route, without requiring users to cross Haymarket Terrace with a hire bike.

**Secure Residential On-Street Cycle Parking**

The council is delivering a roll-out of these facilities across the city with an initial pilot of approximately 100 sites expected to be delivered within the next year though Rosebery Crescent is not one of the selected sites. Sites have been chosen based on a variety of



variables. My colleague Joe Taylor - [Joe.Taylor@edinburgh.gov.uk](mailto:Joe.Taylor@edinburgh.gov.uk) is Project Manager for the roll out of Secure Residential On-Street Cycle Parking, and he will be happy to answer any further questions regarding this project, and he will be happy to log any further requests for sites for potential future roll outs.

We hope that you find the above response related to your representation, and objection to the advertised Traffic Regulation Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here: <http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.

### **Objection 9 to RSO/18/21**

Dear Sir or Madam

Re CCWEL TRO/18/92A

I am a bike, bus, tram and car user and resident at [REDACTED] Manor Place. I [REDACTED] as a result of a cycling fall and also been hit by car while cycling. Additionally I lobby for environmentally friendly approaches. For these reasons the proposals have caught my attention and I hope my view will be sincerely considered.

Pathway by St Mary's Cathedral between Palmerston Place and Manor Place/ Only access route (private road) to the private car park and back doors for disabled people.

I write to raise concern about the proposals increasing danger by encouraging bikes onto the private road which links part of the route between Palmerston Place and Manor Place.

I understand that the uneven pavement will be improved for pedestrians. Having had a scheme designed for cyclists in mind, even as one myself, I am sure that cyclists will see the route as their right and priority and are likely to put themselves at risk. I request a barrier to keep cyclists on the pavement too - cyclists could push their bikes the short distance along the pavement rather than use the road.

To me the mixed use proposal lacks realism in respect of this private road. Drivers cannot move up onto the pavement to allow other vehicles to pass so reversing is obligatory! If cyclists and drivers are not to be separated, what greater mechanisms will be put in place to slow cyclists and encourage them to be vigilant of manoeuvring cars? It will certainly increase disturbance by car honks!

The current proposal will mix cycles with cars on a single road with many reversing vehicles. It is an accident waiting to happen particularly in the dark winter months. And when one does, as is inevitable, the truth will be it was the Council's failure to take heed of concerns raised from the beginning of the proposal. Dare I say in a similar way to the Edinburgh tram/bike death.

When the survey was done counting cyclists and pedestrians' use on this pavement, were cars moving in and out of the car park monitored in the same way? How many forward moving vehicles were there at rush hour? (I understand the car park has 140 spaces). How many of vehicles were forced to reverse "blind" back onto Manor Place? How many were forced to reverse "blind" through the wall gate into the car park to give way to another car? The proposal will doubtless add more cyclists to this already hazardous mix.

Already I experience some unpleasant gestures from cyclists for being on the private road in my car, despite being courteous as a fellow-bike user, travelling very slowly. Cars are forced to drive slowly moving through the tricky gates and again when joining Manor Place - it is hard enough without having to consider an increased flow of bikes on the road. *There is no alternative* but to drive to access some distant rural locations! I walk and use alternative methods of transport when I can.

#### Additional pedestrian lights on Manor Place

Given the cordoning off of Manor Place at Melville Street after the Cathedral it is really hard to understand the need for building these. The road is easy to cross at present. It seems a waste of tax payers' money when there are lights less than a minutes' walk on Atholl Place, particularly with the closure of Manor Place at Melville Terrace with pavement crossing also.

## Appendix 9 – Representations Received, and Council Responses

Any additional bleeps/buzzers associated with a pedestrian crossing would further add to the disturbance for an increasingly residential area. I hear tram bells, Manor Place/Atholl Place pedestrian crossing's bleeps, traffic breaking/accelerating on the cobbles and sirens when in bed as it is. Please do not make this worse!

These pedestrian lights will further complicate accessing the car park/disabled people's access via the private road. Cars are obliged to reverse at the junction onto Manor Place sometimes. Add traffic lights, queuing and more bikes. It's an unnecessary complexity and increase in danger.

Pedestrian lights mid-street will be ugly and detract from the prestigious and attractive West End's nature.

The pedestrian crossing lights will be at odds with the West End's Conservation area policy.

I hope you will take my concerns into consideration.

Yours faithfully

A solid black rectangular box used to redact the signature of the person who wrote the letter.

**Response 9.**

Dear Sir/ Madam,

**CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21**

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Redetermination Order (RSO/18/21) on the basis of the proposed route alignment along Manor Place and Palmerston Place, which requires the routing of cyclists along Bishops Walk.

Please find below a response to the comments and queries that you have raised.

**Bishop's Walk – Driveway Entrance**

Under the proposals people cycling along the CCWEL route will use the existing driveway entrance to the private car-park for residents of Palmerston and Manor Place. There will not be any significant changes to the design of the driveway itself.

This driveway access is very quiet, and meets Manor Place, which is a quiet street. The nature of the driveway is such that vehicles speeds are very low. As such safety concerns are considered to be minimal. The project proposals have been subject to a Road User Safety Audit, which did not raise this as a major concern, and the designs will be subject to a further Road User Safety Audit (Stage 2 – Detailed Design) before any construction takes place.

Following construction Stage 3 and 4 Road User Safety Audits will also be carried out to ensure that any safety issues which appear post-construction are recorded and dealt with as required.

The waiting and loading ban associated with the proposed zebra crossing on Manor Place will remove some of the Single Yellow Line designation, which will improve sightlines at this junction, including for people turning into Bishops Walk from manor Place northbound.

**Crossing over Manor Place**

This crossing will not be traffic-light controlled. It will be a parallel pedestrian and cycle zebra crossing. As such there will be no traffic lights, and no auditory signals.

We hope that you find the above response related to your representation, and objection to the advertised Redetermination Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here:  
<http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order, and the Redetermination Order for the project. However as several objections to specific aspects of the Redetermination Order have been received, the council will need to seek input from the Scottish Government, who will determine the outcome of the order, before proceeding.

As your representation contains objection to a specific aspect of the Redetermination Order, should you wish for it to be maintained you may be contacted by a representative of the Scottish Government in the coming weeks, and a public hearing may be required.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.



### **Objection 10 to RSO/18/21**

Mr McMeddes

Having reviewed the plans for the West East cycle link through Edinburgh, I have a few queries relating to use of the private road joining Bishops Walk and Manor Place. We live on Manor Place and have a parking space in the car park between Manor Place and Palmerston Place, accessed via this currently private road. Unfortunately the majority of this stretch of road is between plans RSO-003 and RSO-004 so it is difficult to determine what is going to happen to it.

The plans (page RSO-003) show the end of this private road, labelled Y, which the legend describes as existing carriageway redetermined as cycletrack. My questions are:

Is this road to be a dual use road, for all cyclists and for cars accessing the car park? If not, how is car park access to be maintained?

If so, is the road going to be widened - it is not currently wide enough for both cyclists and cars and if the cycle track is to be dual direction, then it is certainly not wide enough in it's current state

Will the current pavement to the side of the road remain or will this disappear to enable widening of the existing road. Where will pedestrians go? It is currently well used as a short cut from Haymarket to the West End.

Will the small stretch of garden remain between the end of terrace and the road?

Will something be done about the constant illegal parking of vehicles on this private road directly under the no parking, fire access required sign? I've spoken to traffic wardens regularly but because it is currently a private road, they won't/can't do anything. Apart from the fact that it is grossly unfair on those of us who pay for parking in the city centre, it makes this road very unsafe. I have had to reverse out onto Manor Place many times (often with next to no vision - see point below) when a car is coming out of the car park as I am coming in and there is nowhere to pass.

Will the yellow lines on Manor Place near the corner of this private road be changed to double yellows. If you access this road from the Haymarket end of Manor Place, it is often impossible to see if there is anything on the private road, due to a van or 4WD parked right on the corner on the single yellow lines. If this is to be a cycle route, access by car from this angle would need to be made safer for cyclists.

Ensuring a long enough stretch of double yellow lines would enable better vision.

Access into and out of the actual car park from the private road is very tight and in some cars requires a slight swing out in order to turn and miss the illegally parked car and entrance walls to the car park.

Will some allowance be made for the required space for cars to turn in and out here safely?

Will the fire access remain here?

I look forward to your responses to my questions as soon as possible.

I'm absolutely in favour of this cycle route in principle, I just want to understand how this road will work in the future. Having cycled to work safely many times when I lived in London the first time I cycled to work on my return to Edinburgh I was knocked over by a car!

[REDACTED]

**Response 10.**

Dear Sir/ Madam,

CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Redetermination Order (RSO/18/21) on the basis of the proposed route alignment along Manor Place and Palmerston Place, which requires the routing of cyclists along Bishops Walk.

Please find below a response to the comments and queries that you have raised.

**Bishop's Walk – Driveway Entrance**

Under the proposals people cycling along the CCWEL route will use the existing driveway entrance to the private car-park for residents of Palmerston and Manor Place. There will not be any significant changes to the design of the driveway itself.

This driveway access is very quiet, and meets Manor Place, which is a quiet street. The nature of the driveway is such that vehicles speeds are very low. As such safety concerns are considered to be minimal. The project proposals have been subject to a Road User Safety Audit, which did not raise this as a major concern, and the designs will be subject to a further Road User Safety Audit (Stage 2 – Detailed Design) before any construction takes place.

Following construction Stage 3 and 4 Road User Safety Audits will also be carried out to ensure that any safety issues which appear post-construction are recorded and dealt with as required.

The waiting and loading ban associated with the proposed zebra crossing on Manor Place will remove some of the Single Yellow Line designation, which will improve sightlines at this junction, including for people turning into Bishops Walk from manor Place northbound.

We hope that you find the above response related to your representation, and objection to the advertised Redetermination Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here:  
<http://www.edinburgh.gov.uk/cpol>

The Transport and Environment Committee will decide at that meeting whether to progress with the Traffic Regulation Order, and the Redetermination Order for the project. However as several objections to specific aspects of the Redetermination Order have been received, the

council will need to seek input from the Scottish Government, who will determine the outcome of the order, before proceeding and a public hearing may be required.

As your representation contains objection to a specific aspect of the Redetermination Order, should you wish for it to be maintained you may be contacted by a representative of the Scottish Government in the coming weeks.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.

**Objection 11 to TRO/18/92 and RSO/18/21**

To whom it may concern,

I live and have my business in town I have just received your mail drop about the so called 'street improvements' regarding Section 2 Haymarket - Randolph Place. It appears the ECC have decided to enforce ridiculous road closures and increased bike lanes. Firstly your mail drop has been made deliberately confusing to the majority of people who bother to read it in the first place. I would like to have the opportunity to speak to someone face-to-face and outline why Edinburgh City residents do not want any further changes to roads. The ECC seem determined to continue with the failed Tram line, more buses, less parking for residents, increased bike lanes etc, etc. I am aware the consultation for the George St 'green cycling area' was a pathetic 3000 people. Mostly made up of the pro cycling groups such as Sustrans. It is time the actual people who live and conduct business in town have their say. Not have the out of touch 'green supporting car hating ECC' who enforce their opinions down our throats. So I will attend your meeting at Walpole Hall. You need to understand that these road changes cannot and will not continue. Perhaps maybe get cyclists to respect the Highway Code and also be charged with road offences like drivers. Look forward to speaking to whoever is in charge at the meeting !

It is interesting how your consultation only runs on a Monday from 12-6 effectively giving the tens of thousands of people who disagree with your proposals no time to come and object. In fact it is their lunch hour and most people finish work at 5.30 giving no time to raise their objection to further road closures and bike lanes.

Please let me know who I can speak to before I arrive.

## **Response 11.**

Dear Sir/ Madam,

CITY CENTRE WEST TO EAST LINK SECTION 2 STATUTORY CONSULTATIONS  
TRO/18/92, AND RSO/18/21

Thank you for submitting a representation to the Statutory Consultation for the above orders.

We are treating your representation as an objection to the Redetermination Order (RSO/18/21) on the basis of the introduction of segregated cycleways.

We are also treating your representation as an objection to the Traffic Regulation Order (TRO/18/92) on the basis of the timed closure of Charlotte Lane, and full closure of Manor Place at its junction with Melville Street.

Please find below a response to the comments and queries that you have raised.

### **Road Closures**

There are two proposed partial road closures associated with these orders:

- The timed closure of Charlotte Lane, which has been proposed following positive feedback during the consultation for the improved public realm proposals at Randolph Place.
- The closure of Manor Place just to the north of its Junction with Melville Street. This was included in the preliminary designs for this project which went to consultation in 2015 and were met with majority support from respondents.

Both of these closures affect very quiet streets, and thus have minimal impact on traffic movements throughout the city, yet will help to re-balance streets in favour of people walking and cycling.

### **Increased Bike Lanes**

The council developed the first Active Travel Action Plan in 2010 which aims to increase the number of people cycling throughout the city. A core part of this Action Plan is the introduction of segregated cycle lanes through the city centre as part of the City Centre West to East Cycle Link and Street Improvements Project.

### **Public Support / Demand**

As part of the Project Justification Report which was developed in 2014, a Cycle Demand Model was carried out. This model forecast a potential increase in one-way commuter cycle trips across the route from 1,675 to 3,142 – an increase on 88% (1,467). This represents an increase of 16% in the number of people cycling to work across Edinburgh to 10,872.

The project has involved significant stakeholder and public consultation and engagement. An initial consultation exercise on the Preliminary Designs which was carried out during the



winter of 2015/16. This consultation exercise received 2,771 responses, of which 1,768 (or 66%) were supportive.

### **Statutory Consultation**

The statutory consultation ran from May 14 to June 11, and all representation received in this time are considered.

We hope that you find the above response related to your representation, and objection to the advertised Redetermination Order useful, and that it goes some way to addressing your concerns. If you wish to withdraw your objection, based on this response, please contact me before 5:00pm on Wednesday 19 June.

We will report all outstanding objections, letters of support, and any changes made to the design following objections received, to the meeting of the Transport and Environment Committee at 10am on Thursday 20 June. The Committee Report documents will be available from Friday 14 June, and the meeting itself can be viewed online here: <http://www.edinburgh.gov.uk/cpol>

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As your representation contains objection to a specific aspect of the Redetermination Order, should you wish for it to be maintained you may be contacted by a representative of the Scottish Government in the coming weeks.

If we do not hear from you before 5:00pm on Wednesday 19 June we will assume that you would like your objection to be maintained.

Should you require any further information on the CCWEL project, or the process for the Statutory Consultations for the Traffic Regulation Order and Redetermination Order please do not hesitate to contact me.

Yours faithfully,

Rurigdh McMeddes

Stakeholder Liaison Officer, City Centre West to East Cycle Link and Street Improvements Project.

Letter of Support



brodies.com

OUR ID: MAS0135.00007  
YOUR REF:

Ruridgh McMeddies  
Waverley Court  
4 East Market Street  
Edinburgh  
EH8 8BG

By email to: Ruridgh.McMeddies@edinburgh.gov.uk

31 May 2018

Dear Sirs

**RESPONSE TO CITY CENTRE WEST TO EAST CYCLE LINK AND STREET IMPROVEMENTS: SECTION 2  
HAYMARKET TO RANDOLPH PLACE STATUTORY CONSULTATION (CONSULTATION)**  
**(OUR CLIENT)**  
**MELVILLE STREET, EDINBURGH (OUR CLIENTS PROPERTY)**

Further to our previous correspondence to the Council dated 8 November 2017 (enclosed), on behalf of our Client, we wish to make a further representation in response to the latest consultation regarding the City Centre West to East Cycle Link and Street Improvements (CCWEL).

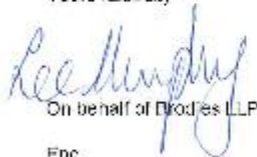
As previously noted, the presence of the existing bus stop immediately outside our Client's Property for the past 4 years has had a significant detrimental impact on our Client and his family's enjoyment of their Property. Furthermore, the use of this section of Melville Street as a bus terminus at all hours of the day has caused significant congestion, giving rise to pedestrian, cyclist and road user safety concerns.

The bus stop was originally intended as a temporary measure only. Its long term location within this residential section of Melville Street, particularly given its use as a terminus, has been inappropriate and misconceived.

We note that Sheet 7 of 12 of the proposed Traffic Order details proposals for Melville Street and Stafford Street showing the removal of the bus stop currently *in situ*. In addition, we also note that there are no proposed bus stops along this section of Melville Street and that the width of Melville Street is to be reduced to accommodate a dedicated cycle lane immediately outside our Client's Property.

Our client strongly supports the proposals for the current detailed designs for section 2 of CCWEL and we look forward to receiving confirmation that they are being progressed.

Yours faithfully

  
On behalf of Brodies LLP

Enc.

Brodies LLP is a limited liability partnership, registered in Scotland (SC000334), registered office: 10 Arrol Crescent, Edinburgh, E15 3JH. We are regulated by the Law Society of Scotland and authorised and regulated by the Solicitors Regulation Authority (SOL990). 'Brodies' is a registered trade mark. To understand how we process personal information, see [brodies.com/privacynotice](http://brodies.com/privacynotice) 46165740v1

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DX 50711, GLASGOW-1

**Letter of Support**

Dear Sir/Madam,

I fully support the proposals named “City Centre East to West Cycle Link (CCWEL)” and comment that, as a twice daily cycle user of this route, I fully support and encourage the council’s plans for segregated cycle lanes that cannot be blocked by parked cars.

Home Address: [REDACTED]

Regards ,

[REDACTED]  
[REDACTED]

[REDACTED] Melville Street  
Edinburgh  
EH3 7HL

**Letter of Support**

Having viewed the proposals in TRO 18/92 and RSO 18/21, I am wholeheartedly in support of them. The creation of properly segregated cycle lanes is long overdue and will improve the city environment for pedestrians as well as cyclists. We all need to make an effort to reduce our use of cars and these changes cannot come quickly enough.

Best wishes,

Revd [REDACTED]

*Work address:*

Chaplain, St Mary's Episcopal Cathedral  
Palmerston Place  
Edinburgh EH12 5AW

## Other Representations

Dear Sir/Madam

I am writing on behalf of SPOKES to offer two comments on these orders. These are not intended to be objections.

Firstly, we would like to comment on the phasing of the traffic lights at the junction between Melville St and Queensferry St. These will require to be modified to take account of the CCWEL cycleway which crosses Queensferry St between Melville St and Randolph Place. We had previously been told that there would be a separate phase in the sequence of lights for cyclists but we have recently been given to understand that this phase will be for both cyclists and pedestrians which could easily create conflict between these 2 sets of users. We do, however, appreciate the benefits of reducing the waiting time at traffic lights and we would like to suggest, as a compromise, that the cyclist/pedestrian phase should be take place after each of the traffic phases rather than after all of the traffic phases at happens currently. It would be reasonable that the cyclist/pedestrian phase should be demand responsive.

Our second point relates to the proposed contra flow cycle lane at the north end of Canning St. We strongly support this proposal but we have consistently argued that it should be a segregated cycle lane to prevent parking and loading which could block the space on the proposed cycle lane (protected only by painted lines on the road) and force cyclists into the space used by traffic travelling in the opposite direction. This is still our view and, in the future, the number of cyclists using this part of the route could increase substantially if the City Centre Transformation Project proposals for Lothian Road are accepted. However, if the current proposals are implemented, the continuing 24 hour prohibition on waiting and loading on the eastern side of Canning St needs to be reinforced by improved signage and enforcement. At present, the double blip on the pavement has largely worn away and needs to be repainted and clear signage on Canning St should be installed (as is the case round the corner on Shandwick Place). Traffic wardens should be required to be particularly vigilant here given the obvious temptation to break the law by suppliers to the public house on the corner of Canning St and Shandwick Place since there is no apparent nearby loading space.

Yours sincerely

A black rectangular redaction box covering the signature of the representative.

(On behalf of SPOKES Planning Group)

# PROPOSED MONITORING PLAN

## City Centre West to East Cycle Link and Street Improvements Project (CCWEL)

### Abstract

This Proposed Monitoring Plan lays out the full set of objectives for CCWEL, and how these will be monitored. The main focus of this document is outlining the additional monitoring activities which will be required to provide a robust and comprehensive suite of data on this project.

Rurighd McMeddes  
Rurighd.McMeddes@edinburgh.gov.uk



---

## EXECUTIVE SUMMARY

The CCWEL project involves developing a new cycle route linking the Roseburn path to Leith Walk via the city centre. This route will be a key part of Edinburgh's Quiet Routes network and will form part of National Cycle Network (NCN) Route 1.

The aim of CCWEL is to provide a cycle route for less confident cyclists and those who may be concerned about cycling in busy traffic. The route will be mostly segregated from traffic and run along key streets including Roseburn Terrace, West Coates, Haymarket Terrace, Melville Street, George Street and York Place. It will link planned cycle facilities on Leith Walk with the off-road path network at Roseburn. There will also be links to Haymarket Station, Rutland Square and Lothian Road, as well as significant improvements for pedestrians in terms of number and quality of road crossings, and improvements to pavements.

This monitoring plan sets out how the Council will monitor the impact of the CCWEL.

### Aims of Community Links

The CCWEL project is being delivered through partnership between the Council and Sustrans Scotland, who are providing funding for project delivery through their Community Links programme. Community Links has a set of distinct aims. These are as follows:

- **Everyday Journeys**
- **Involving Communities**
- **Raising the Standards**
- **Placemaking**
- **Enabling Environments**

### Monitoring Plan Objectives

The objectives of this Monitoring Plan have been designed to support relevant City of Edinburgh Council Policy, as well as the aims of the Community Links programme, and provide the framework through which the CCWEL project will be assessed. The objectives fall within six themes:

- **Place**
- **Safety**
- **Transport**
- **Environment**
- **Economy**
- **Public Interest and Awareness.**

### Project User Groups

The City Centre West to East Cycle Link and Street Improvements Project, (CCWEL), will have a significant impact on various user groups within the city. To ensure the impacts on all relevant groups are understood, it is expected to be necessary to use a number of different research methods to capture these effects. The ten key user/ impact groups for this project are:

- **Local Residents**
- **Local Children**
- **Local Businesses**
- **People on Bikes**
- **People on Foot**
- **People with Mobility and Visual Impairments**
- **People Using Public Transport**
- **People in Cars**
- **Taxis**
- **Externalities**

### Monitoring Plan Delivery

This Monitoring Plan will largely be delivered by a Monitoring Team contracted by the Council. However the Monitoring team will take cognisance of existing monitoring being done by the Council and other parties, and

some of the methodologies detailed below will be carried out by the Council directly and the information shared with the Monitoring Team.

The Outputs expected from the Monitoring Team will include: Baseline Report; Six Month Report; and a Final Report 12 months after construction, as well as several public appearances. Additionally the Monitoring Team will provide an opportunity for a Mid-Construction Review, and an early release Draft Final Report, though these will not be public documents. Finally, the Monitoring Team will provide a framework for a more limited 24 Month follow up assessment.

## Methodology

The methodology used for this monitoring will cover a broad array of techniques to ensure that a comprehensive and thorough set of data is established. This will include on street surveys, and video surveys, interviews with key groups, automatic counters, direct assessment of environmental issues such as air quality, and economic issues such as shop front vacancy, as well as assessment of existing data such as casualties, and surveys such as the Sustrans' "Hands Up Scotland" Survey, and the national Census.

The methodologies which are proposed are summarised below:

- **On Street Surveys**
  - Cycle Survey
  - Pedestrian Interviews
  - Trader and Shopper Surveys
  - Household Surveys
  - Stakeholder Group Surveys
  - Roseburn Primary School Survey
  - Taxi Trade Interviews
- **Video Surveys**
  - Interaction Analysis
  - All Modes Video Survey
  - Video Survey - Loading
  - Video Survey - Taxi Operation
- **Manual and Automatic Counts**
  - Auto-Counters – Cyclists/ Peds
  - Traffic/ Parking/ Queue Counts
  - Vacant Premises Count
- **Direct Engagement**
  - Access Group Participation
  - Heritage Organisation Participation
- **Existing Data**
  - Casualties: Stats 19 Data
  - Bus & Tram Passenger Numbers
  - Air Quality Monitoring
  - Online Project Visibility
- **Audits**
  - Equalities and Human Rights Impact Assessment
  - Road User Safety Audit (Stage 3 – Post Construction)
- **Direct Assessments**
  - Trial Journeys by Bike
  - Tracking Adjacent Property Values
  - Tracking Installation of Trees
  - Tracking on Street Noise Levels
  - Assessment of Project Impact on Greenhouse Gas Emissions

The above methodologies differ significantly in terms of the volume of work required to complete each one, and the quantity of information that each will yield. However, taken together they will provide a thorough and comprehensive set of information against which the overall impact of the project can be assessed. They will also provide valuable insights into what can be expected from other, similar projects in the future.

These methodologies are a recommendation however, and the Council looks forward to establishing and working with a dedicated Monitoring Team, and the exact nature of the monitoring activities which are carried out may alter from what is outlined above where this is deemed necessary and appropriate by the Monitoring Team, in consultation with the Council.

# CCWEL MONITORING PLAN

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## 2. INTRODUCTION

The City Centre West to East Cycle Link and Street Improvements project is a fundamental component of the city's QuietRoutes network. This in turn, is a key strategic element of the Council's Active Travel Action Plan<sup>1</sup> (ATAP)<sup>1</sup>, and Local Transport Strategy<sup>2</sup>.

The CCWEL project was initiated in 2014/15 and was then titled 'Roseburn to Leith Walk', as these areas serve as the Western and Eastern extent of the project area. The project aims to establish a step-change in cycling provision within the City Centre by providing segregated cycling infrastructure along busy roads linking with key transport interchanges, shopping and employment streets, residential areas and the existing off-road cycle network.

Following initial stages of design and consultation this project was submitted to Sustrans' Community Links Plus funding competition during 2016/17 and this submission required a monitoring plan, which was developed. Ultimately this bid was unsuccessful though the project has been continuing to develop since then utilising alternative funding streams. The decision has been taken to refresh and update the original monitoring plan, with additional objectives and methodologies as appropriate, to ensure that the monitoring activities fully capture the broad array of impacts which are likely to stem from the project.

Though the CCWEL is one of the largest and most ambitious cycling projects currently in development it is not the only one, and many other cycling projects are outlined in the Active Travel Action Plan (ATAP). The ATAP has a series of strategic monitoring criteria which are used to track the progress toward its objectives<sup>3</sup>. Meanwhile, the City of Edinburgh is also a participant in Bike Life<sup>4</sup> which goes further than the ATAP in measuring residents' attitudes toward cycling. The data gathered for the project will feed back into the ATAP and Bike Life and be used to further the case for more cycling interventions across the city.

The CCWEL project is being delivered by the City of Edinburgh Council, in partnership with Sustrans Scotland who are providing funding throughout project development and delivery through their Community Links grant programme which distributes Transport Scotland funds for capital projects which will encourage increased levels of cycling and walking. Sustrans' Research and Monitoring Unit (RMU) carry out independent monitoring and analysis of various Community Links projects, as part of their requirement to monitor the overall Community Links programme.

Given these frameworks within which the City Centre West East Cycle Link and Street Improvement project lies, some of its monitoring will be as project specific data from existing monitoring exercises. However the set of objectives which has been established focusses on the physical impact of the scheme on its surroundings and all travellers (not just cyclists and pedestrians) in a way which will require various tailored monitoring activities.

This Monitoring Plan lays out the full set of objectives for the project, and how these will be monitored. Where existing data will be used this is referenced, however the main focus of this document is outlining the additional monitoring activities which will be required to provide a robust and comprehensive suite of data on this project and its impacts.

## 3. AIMS OF COMMUNITY LINKS PROGRAMME

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<sup>1</sup> Available online here: [http://www.edinburgh.gov.uk/downloads/file/7316/active\\_travel\\_action\\_plan\\_2016\\_refresh](http://www.edinburgh.gov.uk/downloads/file/7316/active_travel_action_plan_2016_refresh)

<sup>2</sup> Available online here: [http://www.edinburgh.gov.uk/downloads/file/3525/local\\_transport\\_strategy](http://www.edinburgh.gov.uk/downloads/file/3525/local_transport_strategy)

<sup>3</sup> See Appendix 10.1

<sup>4</sup> Available online here: <https://www.sustrans.org.uk/bikelifeedinburgh>



Sustrans' Community Links programme has an established set of aims which guide how the programme allocates its grant funding. The CCWEL project has been designed to meet each of these aims in some way, and the Methodologies outlined in this monitoring plan will contribute to assessing the project against these aims.

### 3.1. EVERYDAY JOURNEYS

**“Create Infrastructure that enables people to walk, cycle or use another active travel mode as their preferred mode of travel for everyday journeys”**

Projects should:

- Result in an increased number of everyday journeys travelled by bicycle and/ or by foot
- Result in an increased priority for active travel in relation to other modes
- Be designed so a parent/ guardian would feel comfortable letting their 12-year-old cycle/ walk unaccompanied
- Be suitable for people who are new to cycling, are returning to cycling or who currently cycle
- Be accessible for people of all abilities

### 3.2. INVOLVING COMMUNITIES

**“Meet the needs of communities, providing people with the opportunity to shape their local environment and link the places they live with the places they want to go”**

Projects should:

- Demonstrate strong local need and community involvement
- Develop and implement a behaviour change strategy or incorporate behaviour change proposals
- Develop and implement community engagement and consultation strategies
- Consider the needs of groups with protected characteristics as defined in Equality Act 2010

Projects will be prioritised if they also:

- Address physical inactivity in areas of deprivation identified in the Scottish Index of Multiple Deprivation (SIMD)

### 3.3. RAISING THE STANDARDS

**“Raise the standards by using innovative and imaginative approaches for engagement, design and construction of walking and cycling projects”**

Projects will be prioritised if they:

- Set precedents that can be used throughout Scotland
- Create exemplar active travel infrastructure

### 3.4. PLACEMAKING

**“Encourage placemaking that promotes greater use of public space and higher levels of active travel”**

Projects should:

- Follow the Scottish Government's Designing Streets policy
- Prioritised walking and cycling movements over private motor vehicle movements

Projects will be prioritised if they:

- Demonstrate a creative and integrated approach to urban design
- Integrate green infrastructure into proposals, including Sustainable Urban Drainage Systems (SUDS)

### 3.5. ENABLING ENVIRONMENTS

**“Create an enabling environment for active travel that facilitates the delivery of other projects”**

Examples of potential projects:

- Development and adoption of active travel strategies or action plans
- Implementation of Town or City wide 20mph zones

## 4. OBJECTIVES

A number of objectives have been used to frame this Monitoring Plan. The objectives fall within six themes: Place; Safety; Transport; Environment; Economy and; Public Interest and Awareness, as detailed below<sup>5</sup>. These Objectives have been designed to support relevant City of Edinburgh Council Policy, as well as the aims of the Community Links programme, and provide the framework through which the CCWEL project will be assessed.

### 4.1.1. PLACE

The Edinburgh Street Design Guidance<sup>6</sup> takes as its starting point the need to consider streets first and foremost in terms of their ‘Place Function’. Any street’s function as a movement corridor should be the secondary, rather than primary consideration.

Designers should have a clear understanding of the function of a particular street and propose improvements that will reflect the role of the street. This project follows a 4km route and includes various streets, with various different place functions. The monitoring activity will be required to reflect this variety in function with various monitoring techniques.

Objectives for Place include:

**P.2 Enhance streets as places that people can enjoy:**

- i From the perspective of local residents, and;
- ii For activities other than movement.

**P.3 Create a high-quality cycle route:**

- i That meets cycle route objectives of: safety, comfort, attractiveness, coherence & directness, accessibility & socio-economic impact, streetscape and implementability;
- ii Provides an expedient route across the city centre, with journey times rivalling, or bettering private car, and
- iii Integrates with planned segregated facilities on Leith Walk and George Street and with the wider Edinburgh Family Network

**P.4 Create a good quality safe and attractive environment for pedestrians:**

- i Walking standing and sitting, including waiting at stops, and;
- ii Accessing facilities and services.

**P.5 Create a good quality safe and attractive environment for users with mobility impairments:**

- i Moving and resting, including waiting at stops, especially floating bus stops, and;
- ii Accessing facilities and services.

**P.6 Respect the positive qualities of the built environment, especially the World Heritage Site.**

**P.7 Comply with Equality Requirements.**

### 4.1.2. SAFETY

<sup>5</sup> It is worth noting that these objectives have been enhanced from the initial list for the Roseburn to Leith Walk project. The initial scheme objectives which were developed for the Community Links Plus funding bid are detailed in Appendix 1. These have since been enhanced for the City Centre West East Link (CCWEL) and Street Improvement project to include additional objectives including those related to the local economy, and public interest and awareness among others.

<sup>6</sup> Available Online Here: [http://www.edinburgh.gov.uk/downloads/download/550/edinburgh\\_street\\_design\\_guidance](http://www.edinburgh.gov.uk/downloads/download/550/edinburgh_street_design_guidance)

‘Improving Safety’ for both walking and cycling is included as one of the key Targets in Edinburgh’s Active Travel Action Plan. The Bike Life Report for Edinburgh 2017 found that 83% of people in the city think that cycling safety needs to be improved<sup>7</sup>. Generally Edinburgh is one of the safest parts of Scotland, and there is evidence that safety in the city has been improving over recent years<sup>8</sup>.

However, the number of cyclists killed or seriously injured actually increased as has the proportion of road users killed or seriously injured who were cyclists. During this time the number of people cycling in Edinburgh has grown considerably, so these figures do not necessarily point to a reduction in safety for cyclists, they may instead be the result of the sheer increase in numbers. As such, it will be important to assess the casualty rate *per distance travelled* for cycle trips, to ensure an accurate picture of cycling safety is developed.

This is in line with research carried out by Sustrans to identify the most dangerous junctions for cyclists in Scotland. Taking sheer numbers of incidents, all ten of the junctions with the highest numbers of casualties between 2004 and 2015 are in Edinburgh. However, after taking into account the severity of the accidents, and the amount of cycling in the surrounding area, Sustrans found that only four out of the top 20 most dangerous junctions for cyclists were in Edinburgh<sup>9</sup>.

Objectives for Safety Include:

- S.1. Reduce the casualty rate per distance travelled for cycle trips in the corridor
- S.2. No increase in overall numbers of casualties among users of all modes in the corridor
- S.3. Improve perceptions of safety amongst vulnerable road users in the corridor
- S.4. Improve perceptions of safety amongst mobility impaired, and visually impaired users in the corridor
- S.5. Improve perceptions of safety amongst local residents in the corridor

#### 4.1.3. TRANSPORT

Edinburgh’s Transport 2030 overall vision is ‘By 2030, to make Edinburgh’s transport system one of the most environmentally friendly, healthiest and most accessible in northern Europe.’<sup>10</sup>

At present Edinburgh’s transport network is arguably the most sustainable in Scotland, and performs strongly compared to the rest of the UK. Car ownership is lower in Edinburgh than in many other UK cities, and Edinburgh is unique in being the only area of Scotland where car ownership decreased between 2001 and 2011. In all other Local Authority areas car ownership increased in this time<sup>11</sup>.

Meanwhile, Edinburgh has the highest proportion of people using the bus to access work of anywhere in Scotland, and Edinburgh and Midlothian are the only Local Authority areas where bus use increased from 2001 to 2011. There has also been a consistent increase in the number of rail passengers in Edinburgh, and the number of tram passengers per day, per stop, is second only to Manchester within the UK.<sup>12</sup>

The level of cycling to work in Edinburgh is uniquely high within Scotland and increasing. The Sustrans Bike Life 2017 Edinburgh report found that 7.5% of all commutes in Edinburgh were done by bike during 2016. There has also been a huge increase in the proportion of children and young people cycling to school<sup>13</sup>. Edinburgh is leading the way in Scotland in terms of everyday bike use, though it still falls short of several English cities including Cambridge, Norwich, York and Bristol.

<sup>7</sup> Bike Life 2017, Edinburgh, full details available at [www.sustrans.org.uk/bikelife](http://www.sustrans.org.uk/bikelife)

<sup>8</sup> DfT STATS19 Data, compiled by Travel Independent: [http://www.travelindependent.org.uk/area\\_187.html](http://www.travelindependent.org.uk/area_187.html)

<sup>9</sup> Sustrans, 2016, Cycle Safety in Scotland: Cycle Collision Hotspots - <https://www.sustrans.org.uk/news/better-cycling-infrastructure-junctions-needed-cycle-collision-hotspots-revealed>

<sup>10</sup> Available online at: [http://www.edinburgh.gov.uk/downloads/file/355/transport\\_2030\\_vision](http://www.edinburgh.gov.uk/downloads/file/355/transport_2030_vision)

<sup>11</sup> Census, 2011: [http://www.edinburgh.gov.uk/downloads/download/123/2011\\_census\\_transport\\_and\\_travel\\_topic\\_summary](http://www.edinburgh.gov.uk/downloads/download/123/2011_census_transport_and_travel_topic_summary)

<sup>12</sup> <https://edinburghtrams.com/news/edinburgh-trams-sees-9-increase-in-passengers>

<sup>13</sup> Active Travel Action Plan, 2016: [http://www.edinburgh.gov.uk/downloads/file/7316/active\\_travel\\_action\\_plan\\_2016\\_refresh](http://www.edinburgh.gov.uk/downloads/file/7316/active_travel_action_plan_2016_refresh)

Walking is also increasing in Edinburgh as a means of commuting and in 2011, 35% of people in Edinburgh said walking was their main mode of transport, a significant increase from 24% ten years earlier.

The Council has set ambitious targets for transport in the coming years. The Council's Local Transport Strategy sets out targets to increase the proportion of people walking, cycling and using public transport for everyday journeys by 2020, while simultaneously setting out targets for a reduction in the proportion of people travelling by car<sup>14</sup>.

Edinburgh is well placed to achieve the Transport 2030 overall vision stated above, and has made significant progress already, however there is much more to do. This project is a key part of delivering the vision and has enormous potential to help encourage more journeys by sustainable modes throughout the city, and this is reflected by the number and variety of monitoring objectives in place for this theme.

Objectives for Transport include:

- T.1.** Increase the modal share for cycling in the corridor including:
  - i. the number of journeys to work made by cycle in the corridor
  - ii. the number, and proportion, of off-peak<sup>15</sup> cycle trips in the corridor
  - iii. the number, and proportion, of women cycling within the corridor
  - iv. the number, and proportion, of people cycling in from deprived areas
  - v. Widen the age cross-section of people cycling within the corridor
- T.2.** Improve access to/ from public transport by foot and by bike
- T.3.** Maintain or increase the journey to work mode share for public transport and walking in the corridor
- T.4.** Help achieve a 50% or greater non-car driver mode share in new developments<sup>16</sup> in the corridor
- T.5.** Help avoid growth in motorised traffic on roads in the corridor
- T.6.** Avoid excessive delay to general traffic, with particular regard to pollution and to knock-on effects on public transport to the western end of the project corridor
- T.7.** Enable taxis to operate effectively
- T.8.** As far as possible, meet demand for car parking and loading to facilitate the needs of businesses and residents
- T.9.** Increase the number of children and young people walking or cycling to school in the corridor

#### 4.1.4. ENVIRONMENT

Scotland has a target of reducing greenhouse gas emissions by 42 percent by 2020 and 80 percent by 2050 (compared to 1990 levels). Edinburgh has adopted this target in the Capital Coalition Pledge 50 and Sustainable Edinburgh 2020. The objectives related to the environment in Edinburgh's Local Transport Strategy are:

"to contribute to Edinburgh's carbon emissions targets through a range of transport related measures";  
 "to reduce pollutant emissions in order that the city meets statutory Scottish air quality standards", and;  
 "to reduce transport noise".

This project has the potential to contribute significantly to improving the impacts of transport on the local and global environment. This is primarily related to the potential to reduce journeys by car throughout the project corridor, but there is also the possibility to increase the amount of on street greenery during the re-design of public spaces associated with delivering the project.

Objectives for Environment include:

- EN.1.** Maintain or improve levels of local air pollution in the corridor

<sup>14</sup> Local Transport Strategy, p. 11: [http://www.edinburgh.gov.uk/downloads/file/3525/local\\_transport\\_strategy](http://www.edinburgh.gov.uk/downloads/file/3525/local_transport_strategy)

<sup>15</sup> outside 08:00-09:00 and 17:00-18:00

<sup>16</sup> Including the Donaldson's Development on West Coates

- EN.2.** Increase the number of on street trees, and greenery in the corridor
- EN.3.** Reduce the greenhouse gas emissions associated with transport within the corridor
- EN.4.** Reduce the levels of noise associated with transport in the corridor

#### 4.1.5. ECONOMY

Edinburgh's Economic Development Strategy 'A Strategy for Jobs'<sup>17</sup> outlines the Council's aim for a city which puts the people of Edinburgh at the heart of its economic success. One of the priority outcomes in this strategy is: "Investment in the public realm will transform the city centre and strengthen retail performance" and capital projects which include "improving the city centre public realm" and "promoting sustainable transport" are among the Priority areas for Council Action.

There is emerging evidence from cities across the world that investment in cycling infrastructure can lead to significant benefits for local retail, and the local economy more generally, including through higher footfall, enhanced retail turnover and increased property values.

Objectives for Economy include:

- EC.1.** Enhance retail vitality in the project corridor
- EC.2.** Encourage additional spend through improved cycle access to shops in the corridor
- EC.3.** Increase footfall in shopping streets within project corridor,
- EC.4.** Support appreciation in property values throughout the corridor

#### 4.1.6. PUBLIC INTEREST AND AWARENESS

Under the Council's Business Plan 2017-2022<sup>18</sup> the council sets out a commitment to "Delivering a Council that works for all – more empowered, transparent, and improved public services."

In line with this commitment it is vital that we continue to monitor the Public Interest in and Awareness of this project to ensure that it is delivered in a way which is transparent, and it is influenced and received by empowered local communities.

Objectives for Public Interest and Awareness Include:

- PI.1.** Increase public support for the project throughout the corridor
- PI.2.** Maintain and increase public interest in the project across the city

## 5. USER/ IMPACT GROUPS

The City Centre West to East Cycle Link and Street Improvements Project, (CCWEL), will have a significant impact on various groups within the city. To ensure the impacts on all relevant groups are understood, it is expected to be necessary to use a number of different methods to capture these effects. The eight key user groups for this project are outlined below, along with the methods which will be used to monitor how the project will affect them.

#### 5.1.1. LOCAL RESIDENTS

Local residents will use the streets and spaces along the project corridor on an almost daily basis and will be among the most affected by the changes. It will be vital to ensure that Local Residents are kept well informed

<sup>17</sup> Available online here: [http://www.edinburgh.gov.uk/info/20220/economic\\_development/385/a\\_strategy\\_for\\_jobs/1](http://www.edinburgh.gov.uk/info/20220/economic_development/385/a_strategy_for_jobs/1)

<sup>18</sup> Available online here: [http://www.edinburgh.gov.uk/downloads/download/1236/council\\_business\\_plan\\_2016-20](http://www.edinburgh.gov.uk/downloads/download/1236/council_business_plan_2016-20)

throughout all stages of project delivery, and the ability of Local Residents to access facilities, enjoy their local spaces, and move around in their local area is of paramount importance to the project.

The means for monitoring and evaluating the experience of the project from the perspective of local residents include:

- Household Surveys
- Pedestrian Interviews
- Stakeholder Group Surveys
- Existing Surveys (See section 9.2.9)

#### 5.1.2. LOCAL CHILDREN

Local children will use the streets and spaces along the project corridor on an almost daily basis and will be among the most affected by the changes. It is important to ensure that the project supports local children to enjoy their local environment, travel actively and feel empowered through being included in the design process.

The means for monitoring and evaluating the experience of the project from the perspective of local children include:

- Roseburn Primary School Survey
- Hands Up Scotland Survey (Existing)

#### 5.1.3. LOCAL BUSINESSES

Local Businesses are not only vital stakeholders for the project who provide economic benefits for their local community and the city as a whole, they also contribute hugely to the public experience of streets and places. A good variety of quality shops is a vital part of any town and city centre environment and monitoring the impact of the project on local businesses throughout the corridor will be extremely important.

Monitoring the impact of the project on Local Businesses will be carried out through a number of activities, including:

- Manual Vacant Premises Counts
- Shopper Surveys
- Trader Interviews
- Video Surveys – Loading Survey
- Direct Assessment of Revenue where Possible

#### 5.1.4. PEOPLE ON BIKES

The proportion of journeys in Edinburgh carried out by bike is rising, and the council has set ambitious targets to continue this growth, including the target for 15% of all journeys to work in the city being done by bike by 2020. This project will play a vital role in meeting this target and understanding the impact that this project has on people on bikes in the area, and across the city will be extremely important.

Monitoring the impact of the project on People on Bikes will focus not only on the project route, but also on adjacent parallel routes, and connecting routes further to the East, and West, to fully understand the impact that the project has on people's ability to move about by bike to and through the city centre.

This will be done using various methods including:

- Automatic Counters
- Video Surveys



- Interaction Analysis
- Route User Intercept Surveys/ Cycle Surveys
- Trial Journeys by Bike
- Existing Surveys

#### 5.1.5. PEOPLE ON FOOT

Monitoring the impact of the project on people on foot will focus not just on people walking, but also on non transport activities, such as sitting, eating and other uses of public space.

This will be done using various methods including:

- Video Survey
- Automatic Counters
- Pedestrian Interviews
- Interaction Analysis
- Existing Surveys

#### 5.1.6. PEOPLE WITH MOBILITY AND VISUAL IMPAIRMENTS

Monitoring the impact of the project on people with Mobility Impairments will focus not just on quantitative data such as counts and questionnaires, but also on working with relevant individuals and organisations to understand how the project affects them.

The methodology through which this will be done is:

- Access Group Participation

#### 5.1.7. PEOPLE USING PUBLIC TRANSPORT

As well as considering the number of people accessing various Public Transport modes (including train, tram, and bus) the monitoring for this project will also seek users own views of their experience using public transport and any ways in which this has changed following the implementation of the project.

In addition the monitoring of this project will seek to understand whether the project has had an impact on the proportion of people accessing public transport by bicycle, and the interaction taking place between people on bikes and people accessing public transport at bus stops and Haymarket Train Station.

This will be done using various methods including:

- Pedestrian Interviews
- Video Survey
- Bus and Tram Passenger Numbers
- Bus Tracker/ Tram Data
- Interaction Analysis

#### 5.1.8. PEOPLE IN CARS

Edinburgh's Local Transport Strategy sets specific targets related to reducing the use of private cars throughout the city by 2020. As such, the impact of the project on People in Cars will need to be seen and interpreted in this context and a perceived, or genuine worsening of conditions for this user group will not necessarily be a negative outcome.

Notwithstanding this, it is important that those journeys which do require the use of private vehicles are not unnecessarily impeded, and the negative environmental impacts of congestion must also be taken into consideration. As such, the impact of the project on this user group must be closely monitored, especially at particular locations including Roseburn, and excessive increases in queue lengths and journey times should be avoided.

The impact of the project on people in cars will be assessed through a number of means including:

- Video Survey
- Automatic Traffic Counts
- Parking Counts
- Queue Length Counts

#### 5.1.9. TAXIS

This project involves significant changes to the arrangement for taxis at Haymarket Station and it will be extremely important that this is monitored effectively. This is both in regards to the operation of the rank in front of Haymarket Station and its feeder rank on Morrison Street from a service user perspective, and the risks posed by re-introducing taxis into the Haymarket layby, from a road safety perspective.

There are concerns that taxis over-hanging the rank in the Haymarket Layby may present a significant hazard for people on bikes travelling West through the Haymarket Junction, as well as potentially obstructing the trams. The designs have made all reasonable efforts to avoid this, however it will require close monitoring. If there is seen to be a safety risk, the Taxi rank may need to be relocated.

Monitoring the impact of the project on Taxis will involve a number of methodologies including:

- Taxi Trade Interviews
- Video Survey – On Street
- Video Survey - Taxis

#### 5.1.10. EXTERNALITIES AND MISCELLANIOUS

Externalities are quite different in scope to the rest of the impacts considered in this plan. Externalities are defined as including those factors which affect no one in particular, but everyone, either in a local, national or global sense, generally. This includes issues such as local air pollution, as well as the local contribution to global greenhouse gas emissions, or even the level of public interest in the project throughout the city. These factors can be affected either directly, or indirectly by the project, and given that they can affect very large numbers of people who might not otherwise interact with the project at all, it is vital that they are properly monitored.

Externalities will be assessed through a number of means including:

- Air Quality Monitoring
- Casualties: Stats 19 Data
- Road User Safety Audit (Stage 3 – Post Construction)
- Online Project Visibility
- Tracking Public Events
- Tracking Adjacent Property Values
- Tracking Installation of Trees
- Tracking on Street Noise Levels

## 6. RELATED MONITORING

It should be noted that this project is a fundamental component of the city's QuietRoutes network, which is a key strategic element of the Council's Active Travel Action Plan<sup>19</sup> (ATAP). The ATAP has a series of strategic monitoring criteria which are used to track the progress toward its objectives (see Appendix 1). Monitoring for the CCWEL project will directly compliment this overarching ATAP monitoring.

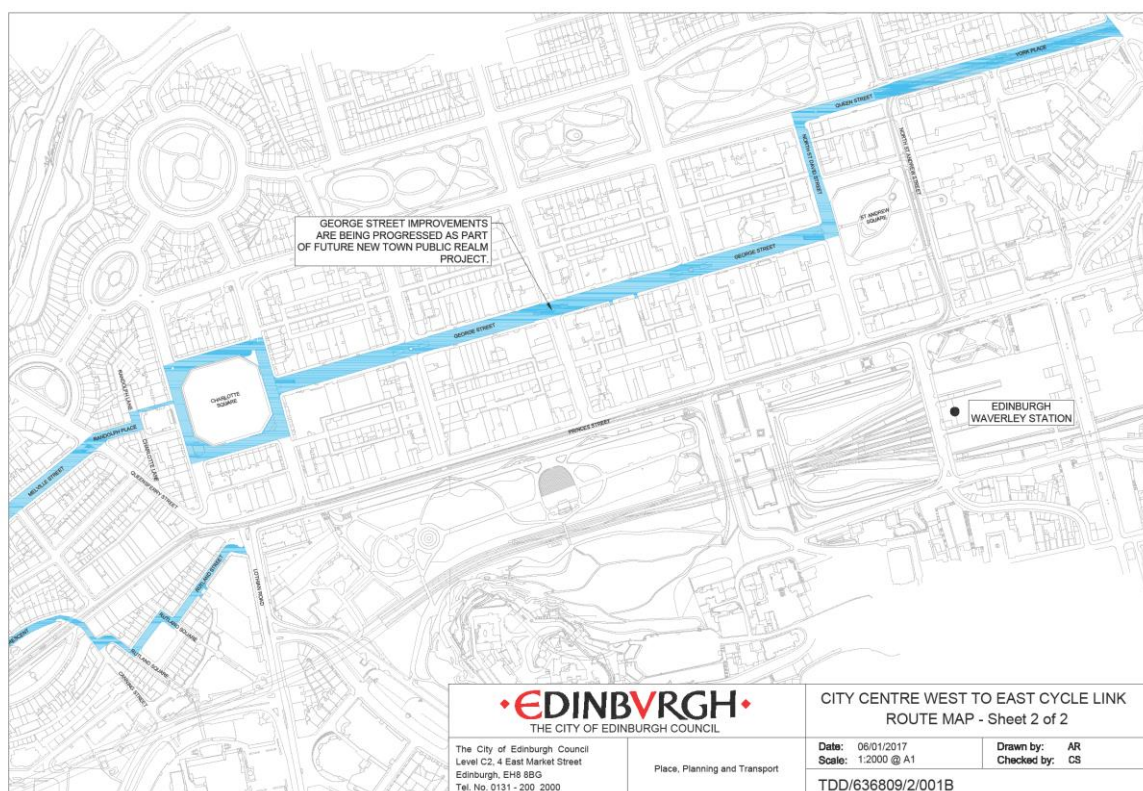
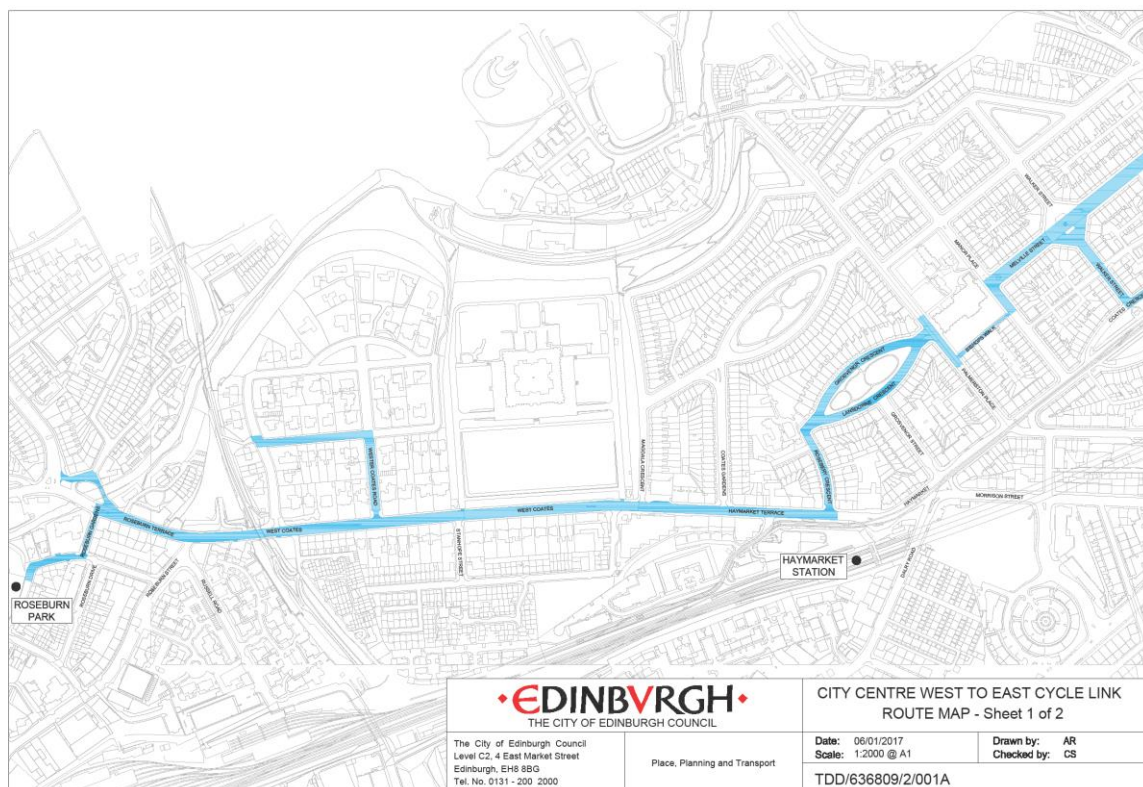
In the same way, Edinburgh's citywide active travel monitoring was subsequently enhanced to produce the Bike Life report. Bike Life goes beyond the ATAP in measuring residents' attitudes toward cycling and is produced bi-annually, in 2015 and 2017.

The data gathered for CCWEL will feed back into the ATAP and Bike Life and be used to further the case for more cycling interventions across the city. The CCWEL project would be an exemplar case study to garner more support for further active travel initiatives and drive Edinburgh's active travel progress through communicating and engaging with key decision makers and influencers in the city.

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<sup>19</sup> The City of Edinburgh Council, 2016, Active Travel Action Plan, Edinburgh. Available at: [www.edinburgh.gov.uk/activetravel](http://www.edinburgh.gov.uk/activetravel)

## 7. PROJECT ROUTE MAP



## 8. OVERVIEW

The monitoring team must utilise thorough and systematic methodologies for data collection and comparison which includes use of recognised tools and techniques, both qualitative and quantitative.

Of course, there are many established tools which will already be collecting relevant data throughout the monitoring period. This would include public transport user figures, Stats 19 accident data, and automatic cycle counters. Wherever relevant existing data should be fully utilised to understand the impacts of the scheme. However, to assess the project's impact against many of the above objectives, a number of additional monitoring activities will be required.

Alongside automatic traffic counts, direct observation techniques such as manual counts, behavioural mapping, interaction analysis, and tracing studies should explore changes in street, route and modal usage. These surveys can be conducted either on site or collected and processed remotely by video survey. When used consistently, human registration of data can yield a far more nuanced and informative set of data and analysis than more automated techniques.

More qualitative methods such as user interviews will add depth and detail based on user experience to supplement the movement data being collected. One vital method of collecting data will be regular household surveys, covering all households within the immediate project area. This information will give insight into any change in habit and perception among the immediate residential population following project construction.

The Household Survey will run alongside other regular interviews including public transport user surveys, retail vitality surveys, Route User Intercept Surveys (RUIS) and community interest group surveys. This additional demographic mapping will allow greater understanding of the age, gender and attitudes of those using the space giving an indication of feelings of safety, comfort and accessibility, and any change following project construction will help to give a clear picture of the extent that the project has met its objectives.

The impact of the project on the local economy should be thoroughly and extensively monitored. Though there is significant evidence from many other cities across the globe that this style of intervention has positive effects on the local economy, there are widespread concerns within the affected communities related to the perceived risk to local business activities posed by the project. This is largely related to the reduction or redistribution of parking and loading space on shopping streets.

In order to fully understand the impact of this project on the local economy, a number of techniques should be utilised. Including liaising directly with businesses along the route corridor; shopper interviews; number of vacant properties, and; any impact of the project on adjacent property values.

## 9. OUTPUTS

The monitoring detailed within this plan will largely be delivered by a Monitoring Team. The monitoring team will be contracted by the Council for the purpose of delivering this work. The outputs expected from the Monitoring Team are outlined in the table below.

Title	Timescale	Description
<b>Baseline Report</b>	Carried out Spring pre-construction. Report due within 3 months	Baselining will be carried out for all relevant methodologies (see Monitoring Action Plan). Where appropriate the baseline report will include historic data to provide an up to date context for the project corridor and the city as a whole.
<b>Mid-Construction Review</b>	Mid way through construction timeline.	Some methodologies will be assessed throughout construction (see below). A short mid-construction review will be carried out



		to ensure all opportunities are captured for Post-Construction monitoring, and to assess any changes in public opinion and the overall context of the project. The will take the form of a minuted meeting between the Monitoring Team, the Council, and any other relevant parties, rather than a report.
<b>Six Month Report</b>	This report will be required 7 months after project completion.	For those methodologies where it is appropriate an initial six month report will be developed to provide initial evidence on changes from the baseline following construction.
<b>Draft Final Report</b>	Within 11 months of project construction being completed.	In advance of the final 12 Month Monitoring Report a draft version will be shared with the Council.
<b>Final Report</b>	Within 13 months of project construction completion.	The CCWEL Monitoring Final Report will detail the results of all monitoring activity associated with the CCWEL, including where relevant, data from existing sources.
<b>Public Appearances</b>	During the 12 months following the publication of the 6 month review.	The monitoring team will be required to be available to present the findings of the CCWEL Monitoring Report on up to four occasions at external events.
<b>24 Month Review</b>	25 Months following project completion	The monitoring team will provide a 24 months report utilising a subset of the methodologies, to provide information on more long term impacts. Much of this will be in the form of existing surveys and data collection.

## 10. METHODOLOGY

By using a standardised set of tools and techniques, and with data collected at consistent times, it will become possible to compare results. This will enable analysis of how the new project affects the surrounding area and the people within it.

It is worth noting that the results of the project at the east end of the route will be unusually influenced by the ongoing road layout changes resulting from the potential tram extension, the Leith Programme, works on Leith Walk, and the St James Centre development. These projects pose too many variables to allow for a truly representative monitoring programme which accurately reflects the quality of the cycle route. Though monitoring will still take place here these variables must be taken in to account in interpreting the data.

It is vital to understand how things stand at the moment so that any changes caused by the project can be fully understood. As such some monitoring activities must be carried out before any construction takes place to establish a baseline. Assessment will be repeated as outlined in Section 8 above, in order to monitor the project's long term impact and trends. Those monitoring activities which will require a baseline assessment are detailed in the Monitoring Action Plan below.

It is likely that there will be a few limitations or inconsistencies in the data collection due to circumstances outside of human control, such as variable weather conditions. Severe weather conditions should prompt an alternative day to be chosen, but generally researchers should just note down any particular conditions that may be influencing the results (weather, special events, and other environmental factors).

The following table provides a summary of the Methodologies which should be utilised for this Monitoring exercise. Thereafter the following paragraphs provide more information related to each of the proposed methodologies.

## 10.1. METHODOLOGY SUMMARY TABLE

Place						
Objective	Information Required	Methodology	Methodology Detail	User/ Impact Group	Timeline: Included in Reports	Contact
<b>P.1</b> Enhance streets as places that people can enjoy  i) From the perspective of local residents, and ii) For activities other than movement	Experience of users in project corridor before and after construction regarding enjoyment of surroundings	<b>M2</b>	<b>Pedestrian Interviews:</b> Interview pedestrians at locations with high 'Place' function, and include questions related to quality of place.	People on Foot	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
	Experience of local residents regarding sense of 'Place'	<b>M4</b>	<b>Household Survey:</b> include all residential properties in region of project corridor. Specific question relating to 'Sense of Place'. Baseline and post-construction required.	Local Residents	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
		<b>M5</b>	<b>Stakeholder Group Survey:</b> Conduct group surveys with stakeholder groups representing local residents – especially Community Councils and Tenants and Residents Associations – including questions on quality of place.	Local Residents	<b>Post Construction:</b> 6 Months	
		<b>M6</b>	<b>Roseburn Primary School Survey:</b> Engage with Roseburn Primary School pupils before and after to assess "Place Quality" of various relevant locations using standard tools.	Local Children	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months	
<b>P.2</b> Create a high quality cycle route:  i) Meet cycle route objectives of: safety, comfort, attractiveness, coherence & directness, accessibility & socio-economic impact, streetscape and implementability ii) Provide an expedient route across the city centre, with	Experience of users cycling the route post-construction regarding route quality	<b>M1</b>	<b>Cycle Surveys:</b> Questions on quality of route included post construction for those locations on the new cyclerooute	People on Bikes	<b>Post Construction:</b> 12 Months	
	Journey time along route by bike post construction, compared with baseline	<b>M31</b>	<b>Trial Journeys by Bike:</b> Baseline and Post-Construction. Include video recording for promotional purpose, and to capture qualitative data.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	

Place						
Objective	Information Required	Methodology	Methodology Detail	User/ Impact Group	Timeline: Included in Reports	Contact
iii) journey times rivalling, or bettering private car Integrate with planned segregated facilities on Leith Walk and George Street and with the wider Edinburgh Family Network						
<b>P.3</b> Create a good quality safe and attractive environment for pedestrians:  i) Walking standing and sitting, including waiting at stops, especially floating bus stops ii) Accessing facilities and services	Experience of pedestrians along route corridor post-construction regarding:	<b>M2</b>	<b>Pedestrian Interviews:</b> Include questions related to: safety, accessing public transport, and accessing services and facilities.	People on Foot; People Using Public Transport	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
	Safety and attractiveness of surrounding environment;	<b>M5</b>	<b>Stakeholder Group Survey:</b> Conduct group surveys with stakeholder groups representing local residents – especially Community Councils and Tenants and Residents Associations – including questions related to: safety, accessing public transport, and accessing services and facilities.	Local Residents	<b>Post Construction:</b> 6 Months	
	Accessing public transport along the route corridor, and;	<b>M6</b>	<b>Roseburn Primary School Survey:</b> Engage with Roseburn Primary School pupils before and after to assess safety, accessing public transport, and accessing services and facilities.	Local Children	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
	Accessing facilities and services along the route corridor	<b>M10</b>	<b>Interaction Analysis:</b> Using video footage, analyse nature and severity of interactions between people on foot, and people on bikes at key locations, including shopping streets, toucan crossings and bus stops.	People on Foot; People on Bikes	<b>Post Construction:</b> 6 Months 12 Months	
	Type of interactions between pedestrians and cyclists at various points along the project	<b>M15</b>	<b>Pedestrian Footfall Counters:</b> Install automatic counters at appropriate locations on project corridor. Avoid overlap with video surveys.	People on Foot	<b>Post Construction:</b> 6 Months 12 Months	
	Number of pedestrians on street before and after project					

Place						
Objective	Information Required	Methodology	Methodology Detail	User/ Impact Group	Timeline: Included in Reports	Contact
	Professionally Assessed safety of road users	M30	<b>Road User Safety Audit (Stage 3 – Post Construction):</b> Carried out independently following construction. Results included/ referenced in 6 Month report.	Externalities	<b>Post Construction:</b> 6 Months	
<b>P.4</b> Create a good quality safe and attractive environment for users with mobility and visual impairments:  i) Moving and resting, including waiting at stops, especially floating bus stops ii) Accessing facilities and services	Experience of mobility and visually impaired users	M27	<b>Access Group Participation:</b> Work with relevant organisations (eg: Guide Dogs; MACS; RNIB) to trial infrastructure post construction with mobility impaired users – especially those from the surrounding area.	People with Mobility and Visual Impairments	<b>Post Construction:</b> 6 Months	<b>Guide Dogs Scotland:</b> <i>Jane Horsburgh</i> , 07990540163, 03451430202 <i>Jane.Horsburgh@guidedogs.org.uk</i> <b>RNIB:</b> <i>Caroline Waddon</i> <i>Caroline.waddon@rnib.org.uk</i> <b>MACS:</b> <i>Keith Robertson</i> 01764 633 751 <i>Keith.Robertson751@btinternet.com</i> <i>Jane Steven</i> , <i>ejwsteven@hotmail.com</i> <b>Edinburgh AP,</b> <i>John Ballantine</i> Jb011a2549 <i>@blueyonder.co.uk</i> <i>Dennis Wilson:</i> <i>Dennis.wilson@blueyonder.co.uk</i>
<b>P.5</b> Respect the positive qualities of the built environment, especially the World Heritage Site	Experience of users in relation to positive qualities of the built environment	M2	<b>Pedestrian Interview:</b> Post construction, specific question related to Built Environment	People on Foot	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
		M5	<b>Stakeholder Group Survey:</b> Conduct group surveys with stakeholder groups representing local residents – especially Community Councils and Tenants and Residents Associations – including questions related to the impact of the project on the quality of the built environment.	Local Residents	<b>Post Construction:</b> 6 Months	
		M4	<b>Household Survey:</b> include all residential properties in region of project corridor. Specific	Local Residents	<b>Baseline:</b> Autumn 2019	

Place						
Objective	Information Required	Methodology	Methodology Detail	User/ Impact Group	Timeline: Included in Reports	Contact
			question relating to 'Sense of Place'. Baseline and post-construction required.		<b>Post Construction:</b> 6 Months 12 Months 24 Months	
	Assessment of project by appropriate bodies	<b>M28</b>	<b>Heritage Organisation Participation:</b> Work with relevant organisations (EG: HES; Edinburgh World Heritage) to assess the impact of the project on the heritage value of the built environment throughout the project corridor.	Externalities	<b>Post Construction:</b> 6 Months	<b>Edinburgh World Heritage:</b> Fiona Rankin Fionarankin@ewht.org.uk  <b>Historic Environment Scotland:</b> Ian Thomson ian.thomson2@gov.scot
<b>P.6</b> Comply with Equality Requirements	Equalities and Human Rights Impact Assessment of completed project	<b>M29</b>	<b>Equalities and Human Rights Impact Assessment:</b> This will be carried out at regular intervals by CEC and the results included in relevant reports.	People with Mobility and Visual Impairments	<b>Post Construction:</b> 6 Months	
	Assessment of project by appropriate bodies	<b>M27</b>	<b>Access Group Participation:</b> Work with relevant organisations (eg: Guide Dogs; MACS; RNIB) to assess infrastructure post construction.	People with Mobility and Visual Impairments	<b>Post Construction:</b> 6 Months	<b>Guide Dogs Scotland</b> <b>RNIB</b> <b>MACS</b> <b>Edinburgh AP</b>

Safety						
Objective	Information Required	Methodology	Monitoring Activity	User/ Impact Group	Timeline: Included in Reports	
<b>S.1</b> Significantly reduce the casualty rate per distance travelled for cycle trips in the corridor	Casualty rate before and after implementation	<b>M20</b>	<b>Casualties: Stats 19 Data:</b> Utilise before and after data for relevant locations along the project corridor. Compare this with number of route users to assess change in casualty rate.	Externalities	<b>Baseline:</b> Average across the 3 year period leading up to construction. <b>Post-construction:</b> 24 Months	<b>Road Safety &amp; Active Travel Team</b> Iain Peat 0131 469 3416 Iain.peat@Edinburgh.gov.uk



	Casualty rate change across rest of city during same period	M20	<b>Casualties: Stats 19 Data:</b> Utilise before and after data from Stats19 for whole city to assess background change in casualty rate over the same period to understand specific role that project implementation may have played along project corridor.	Externalities	<b>Baseline:</b> Average across the 3 year period leading up to construction. <b>Post-construction:</b> 12 Months 24 Months	<b>Road Safety &amp; Active Travel Team</b> Iain Peat 0131 469 3416 iain.peat@Edinburgh.gov.uk
S.2 No increase in overall numbers of casualties among users of all modes in the corridor	Number of casualties before and after implementation	M20	<b>Casualties: Stats 19 Data:</b> Utilise before and after data from Stats19 for relevant locations along the project corridor.	Externalities	<b>Baseline:</b> Average across the 3 year period leading up to construction. <b>Post-construction:</b> 12 Months 24 Months	<b>Road Safety &amp; Active Travel Team</b> Iain Peat 0131 469 3416 iain.peat@Edinburgh.gov.uk
	Change in number of casualties / annum across rest of city during same period	M20	<b>Casualties: Stats 19 Data:</b> Utilise before and after data from Stats19 for whole city to assess background change in casualty number over the same period to understand specific role that project implementation may have played along project corridor.	Externalities	<b>Baseline:</b> Average across the 3 year period leading up to construction. <b>Post-construction:</b> 12 Months 24 Months	<b>Road Safety &amp; Active Travel Team</b> Iain Peat 0131 469 3416 iain.peat@Edinburgh.gov.uk
S.3 Improve perceptions of safety amongst vulnerable road users in the corridor	Perceptions of safety among all users before and after implementation	M2	<b>Pedestrian Interview:</b> Assess pedestrian perceptions of safety before and after using baseline and post-construction RUIS	People on Foot	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
		M1	<b>Cycle Survey:</b> Assess cyclist perceptions of safety before and after construction. Include cycling in Edinburgh in general, and cycling their current route.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
		M6	<b>Roseburn Primary School Survey:</b> Engage with Roseburn Primary School pupils before and after to assess perceptions of safety.	Local Children	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
S.4 Improve perceptions of safety amongst mobility impaired users in the corridor	Perceptions of safety among mobility impaired users before and after implementation	M27	<b>Access Group Participation:</b> Work with relevant organisations (eg: Guide Dogs; MACS; RNIB) to trial infrastructure post construction with mobility impaired users – especially those from the surrounding area.	People with Mobility and Visual Impairments	<b>Post Construction:</b> 6 Months	<b>Guide Dogs Scotland</b> <b>RNIB</b> <b>MACS</b> <b>Edinburgh AP</b>

S.5 Improve perceptions of safety amongst local residents in the corridor	Perceptions of safety among local residents before and after implementation	M4	<b>Household Survey:</b> include all residential properties in region of project corridor. Specific question relating to 'Sense of Place'. Baseline and post-construction required.	Local Residents	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
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Transport						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
<b>T.1</b> Significantly increase the modal share for cycling in the corridor.  i) Increase the number of journeys to work made by cycle in the corridor ii) Increase the number of off-peak cycle trips in the corridor iii) Increase the number of women cycling within the corridor iv) Increase the number of people cycling in from deprived areas v) Widen the age cross-section of people cycling within the corridor	Number of people cycling in project corridor, baseline and post construction.	M11	<b>Video Survey – On Street, All Modes:</b> Video survey tracking all modes on key streets. Including number of bikes as an overall figure, and as a proportion of traffic.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
		M14	<b>Auto-Counters – Cyclists:</b> Automatic Counters for number of bicycles on project route <i>and</i> on relevant parallel routes to ensure re-distribution of people on bikes from other routes is taken into account.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
	Number of uses of TfE Hire Bikes on project corridor, compared to sites in rest of city.	M26	<b>Transport for Edinburgh Cycle Hire Data:</b> Assess number of hires per bike at hire locations along the project corridor, and compare with figure for sites throughout the rest of the city.	People on Bikes	<b>Post Construction:</b> 12 Months 24 Months	<b>Transport for Edinburgh:</b> <i>Katherine Soane</i> 0131 469 5409 Ksoane @transportforedinburgh.com
	Journey to work share by bike of residents of the surrounding area baseline and post-construction	M4	<b>Household Survey:</b> include all residential properties in region of project corridor. Specific question relating to 'Sense of Place'. Baseline and post-construction required.	Local Residents	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
	Baseline number of off-peak cycle trips in the corridor, and number following construction	M14	<b>Auto-Counters – Cyclists:</b> Automatic Counters for number of bicycles on project route <i>and</i> on relevant parallel routes. Including breakdown of peak and off peak times.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months	

Transport						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
					24 Months	
		M11	<b>Video Survey – On Street, All Modes:</b> Video survey tracking all modes on key streets. Including number of bikes as an overall figure, and as a proportion of traffic. Including breakdown of peak and off-peak times.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
	Baseline number of women cycling within Project Corridor, and throughout Edinburgh and change post-construction	M1	<b>Cycle Survey:</b> Include questions on demographics.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
		M11	<b>Video Survey – On Street, All Modes:</b> Video survey tracking all modes on key streets. Including number of bikes as an overall figure, and as a proportion of traffic. Including breakdown by gender.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
		M4	<b>Household Survey:</b> include all residential properties in region of project corridor. Questions related to demographics, and how regularly responders cycle.	Local Residents	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
		M9	<b>Existing Surveys:</b> Take cognisance of results from existing monitoring programmes at a regional and national level.	People on Bikes	<b>Baseline:</b> As appropriate <b>Post Construction:</b> 12 Months 24 Months	
	Different ages of people cycling within Project Corridor, and throughout Edinburgh and change post construction	M1	<b>Cycle Survey:</b> Include questions on demographics.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
		M4	<b>Household Survey:</b> include all residential properties in region of project corridor. Questions related to demographics, and how regularly responders cycle.	Local Residents	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months	

Transport						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
					12 Months 24 Months	
		M9	<b>Existing Surveys:</b> Take cognisance of results from existing monitoring programmes at a regional and national level.	People on Bikes	<b>Baseline:</b> As appropriate <b>Post Construction:</b> 12 Months 24 Months	
	Change in number of people cycling in from deprived areas	M1	<b>Cycle Survey:</b> Include questions on demographics and origin destination.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
T.2 Improve access to public transport stops on foot and by bike	Number and proportion of people on bikes integrating with a form of public transport	M1	<b>Cycle Survey:</b> Include questions on demographics and origin destination.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
	Level of use of Bike and Go hire bikes	M22	<b>Bike and Go Hires:</b> Take cognisance of hire figures for Bike and Go hire bikes	People using Public Transport and Taxis	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months 24 Months	<b>Scotrail</b> Kathryn McKay; Scotrail Cycling Manager; 07920415859 Kathryn.MacKay @scotrail.co.uk
	Number of people using public transport throughout the corridor	M21	<b>Bus and Tram Passenger Numbers:</b> Take cognizance of any change in Bus and Tram Passenger Numbers, especially those using stops along the project route.	People using Public Transport and Taxis	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months 24 Months	<b>Transport for Edinburgh</b> George Lowder Chief Executive 01314695401 Gswan @transportforedinburgh
	Nature and number of 'conflicts' and 'interactions' between pedestrians and cyclists at Bus Stop Bypasses	M10	<b>Interaction Analysis:</b> Using video footage, analyse nature and severity of interactions between people on foot, and people on bikes at bus stops. Compare results with patterns seen on Leith Walk.	People on Foot; People on Bikes	<b>Leith Walk:</b> Ongoing <b>Post Construction:</b> 6 Months 12 Months	
T.3 Maintain or increase the journey to work mode share for public transport and walking in the corridor	Journey to work mode share for walking in the project corridor before and after construction	M4	<b>Household Survey:</b> include all residential properties in region of project corridor. Questions related to how regularly responders walk.	Local Residents	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months	

Transport						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
					12 Months 24 Months	
	Number of people using public transport throughout the corridor	M21	<b>Bus and Tram Passenger Numbers:</b> Take cognizance of any change in Bus and Tram Passenger Numbers, especially those using stops along the project route.	People using Public Transport and Taxis	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months 24 Months	<b>Transport for Edinburgh</b> George Lowder Chief Executive 01314695401 Gswan @transportforedinburgh
T.4 Help achieve a 50% or greater non-car driver mode share in new developments in the corridor	Assessment of driver mode share for Donaldsons School development following project completion. Also include Haymarket Yards student housing, if complete.	M4	<b>Household Survey:</b> Delineate results during Post Construction for residents of Donaldson's School, and Haymarket Yards redevelopments	Local Residents	<b>Post Construction:</b> 12 Months	
T.5 Help avoid growth in motorised traffic on roads in the corridor	Levels of traffic throughout project corridor	M16	<b>Traffic Counts:</b> Utilise existing traffic monitoring equipment in the West of the City to assess the impact of the project on motorized traffic within the project corridor..	People in Cars	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months 24 Months	
		M11	<b>Video Survey – On Street, All Modes:</b> Video survey tracking all modes on key streets. Including number of bikes as an overall figure, and as a proportion of traffic.	People on Bikes	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
T.6 Avoid excessive delay to general traffic, with particular regard to pollution and to knock-on effects on public transport in the West of the project corridor	Journey time by bus and Tram throughout project corridor	M23	<b>Bus Tracker / Tram Data:</b> Assess bus tracker data to establish baseline and post-construction average journey times for key bus routes.	People using Public Transport	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	<b>Lothian Buses</b> John White JWhite @lothianbuses.co.uk <b>Edinburgh Trams</b> Sarah Singh Sarah.Singh @edinburghtrams.com
	Queue lengths at junctions throughout project corridor	M18	<b>Traffic Queue Counts:</b> Carry out manual queue length assessments on key junctions along the route.	People in Cars	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b>	

Transport						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
	before and after implementation				6 Months 12 Months	
<b>T.7</b> Enable taxis to operate	Ease of operation for taxi drivers and companies within the project corridor	<b>M8</b>	<b>Taxi Trade Interviews:</b> Liaise directly with Taxi trade and establish the impact that the project has had on taxi operations in the project area.	Taxis	<b>Post Construction:</b> 6 Months	<b>Tony Kenmuir</b> Chairman, Central Taxis 07979347030 Tkenmuir@taxis-edinburgh.co.uk  <b>Mark McNally</b> Secretary, Edinburgh Taxi Association; Info@Edinburghtaxiassociation.co.uk
<b>T.8</b> As far as possible, meet demand for car parking and loading to facilitate the needs of businesses and residents, while minimising the impact of parking on other street activities	Public perception on ability to park to utilize local shops	<b>M2</b>	<b>Pedestrian Interview:</b> Include questions regarding how interviewee travelled that day, and if they came by car, how easy it was to park.	People on Foot	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
	Trader perception of impact of scheme on loading	<b>M7</b>	<b>Trader Interviews:</b> Question related to ease/difficulty in Loading activities post-construction	Local Businesses	<b>Post Construction:</b> 6 Months	
	Assessment of Loading activity	<b>M12</b>	<b>Video Survey – Loading:</b> Included as part of Roseburn Terrace Video Survey, assess Loading Activities in terms of occupancy and use of Loading Bays.	Local Businesses	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
	Parking Availability and Use throughout Project	<b>M17</b>	<b>Parking Survey:</b> Replicating previous Parking Survey (though including some additional areas, eg: Murrayfield Avenue)	People in Cars	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
<b>T.9</b> Increase the number of children and young people walking or cycling to school within the project corridor	Number of children and young people walking or cycling to Roseburn Primary School and St George's School for Girls before and after construction	<b>M9</b>	<b>Existing Surveys (Hands Up Survey):</b> Continue to monitor Hands-up Survey results for Roseburn Primary school and assess any change between Baseline and Post Construction	People on Bikes	<b>Baseline:</b> 2017-18 / 2018/19 <b>Post Construction</b> 12 Months 24 Months	<b>Road Safety &amp; Active Travel Team</b> Mark Symonds 01314693817 <a href="mailto:mark.symonds@edinburgh.gov.uk">mark.symonds@edinburgh.gov.uk</a>



Transport						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
						Sustrans Scotland RMU

Environment						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
<b>EN.1</b> Maintain or improve levels of air quality in the corridor	Baseline and post-construction air quality data	<b>M24</b>	<b>Air Quality Monitoring:</b> Utilise data already being collected on an annual basis by CEC.	Externalities	Reported annually. <b>Baseline:</b> 2017-18 <b>Post Construction:</b> 12 Months 24 Months	Shauna Clarke Planning & Transport (CEC) 469 5058 <a href="mailto:Shauna.Clarke@Edinburgh.gov.uk">Shauna.Clarke@Edinburgh.gov.uk</a>
<b>EN.2</b> Increase the number of on street trees and greenery in the corridor	Baseline and post construction number of on street trees	<b>M33</b>	<b>Tracking Installation of Trees:</b> Monitor installation and removal of trees during project.	Externalities	<b>Baseline:</b> Pre-construction <b>Post construction:</b> 6 Months	
<b>EN.3</b> Reduce the greenhouse gas emissions associated with transport within the corridor	Change in traffic levels, and number, type of trees introduced.	<b>M33</b>	<b>Assessment of Project Impact on Greenhouse Gas Emissions:</b> Monitor relevant indicators and run appropriate analysis.	Externalities	<b>Post Construction:</b> 12 Months	
<b>EN.4</b> Reduce the levels of noise associated with transport within the corridor	Noise levels before and after construction at key locations	<b>M34</b>	<b>Tracking on Street Noise Levels:</b> Monitor on street noise before and after construction	Externalities	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	

Economy						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
<b>EC.1</b> Enhance retail vitality in the project corridor	Number of vacant shop premises throughout project corridor & comparison with adjacent similar streets.	<b>M19</b>	<b>Manual Vacant Premises Count:</b> Manual counts along Roseburn Terrace and Haymarket Terrace. Compare with Gorgy Road and Dalry Road as control.	Local Businesses	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
	Change in retail turnover and assessment of retail success following completion	<b>M7</b>	<b>Trader Interviews:</b> Assess the turnover of any local businesses who are willing to open their books to the council before and after project	Local Businesses	<b>Baseline:</b> Financial Year before construction	

			construction. Compare appropriate calendar months, rather than whole financial year.		<b>Post Construction:</b> 12 Months 24 Months	
<b>EC.2</b> Encourage additional spend through improved cycle access to shops	Spend per head/ per month for each transport mode on key shopping streets along corridor	<b>M3</b>	<b>Shopper Surveys:</b> Natural experiment in attempt to replicate findings from Portland and Davis (USA) regarding greater spend per head per month from cyclists, than any other mode including before/after analysis.	Local Businesses	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 12 Months	
	Perceived change in number of shoppers coming by bike	<b>M7</b>	<b>Trader Interviews:</b> question on number of shoppers coming by bike	Local Businesses	<b>Baseline:</b> Financial Year before construction <b>Post Construction:</b> 12 Months 24 Months	
<b>EC.3</b> Increase footfall in the project corridor	Footfall on relevant shopping streets before and after construction	<b>M11</b>	<b>Video Survey – On Street, All Modes:</b> Video survey tracking all modes on key streets. Including footfall.	People on Foot	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
<b>EC.4</b> Support the appreciation of property value throughout project corridor	Property value increases within project corridor in comparison to other parts of the city	<b>M32</b>	<b>Tracking Adjacent Property Values:</b> Take cognizance of property values in the surrounding area, and any changes therein, in comparison to changes throughout the rest of the city.	Externalities	<b>Baseline:</b> Financial Year before construction <b>Post Construction:</b> 12 Months 24 Months	

Public Support and Interest						
Objective	Information Required	Methodology	Monitoring Activity	Target Group Affected	Timeline	Contact
<b>PI.1</b> Increase public support for the project throughout the corridor	Public Support for project in local area at various times before and after construction	<b>M4</b>	<b>Household Survey:</b> To include question related to support for the CCWEL Project.	Local Residents	<b>Baseline:</b> Autumn 2019 <b>Post Construction:</b> 6 Months 12 Months 24 Months	
<b>PI.2</b> Increase public interest in the project across the city	Public interest in project across the city at various	<b>M36</b>	<b>Tracking Public Interest and Involvement:</b> Continue to monitor web-page activity, social	Externalities	<b>Baseline:</b> Ongoing <b>Post Construction:</b>	

	times before and after construction		media, and incoming correspondence related to the project.		12 Months	
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## 10.2. SURVEYS

Several of the data collection methods which will be utilised for monitoring this project involve on street surveys. This will include: Cycle Surveys, where people cycling on the route, or parallel routes will be asked to take part and answer various questions; Pedestrian Interviews, where people walking in certain locations will be asked questions about their journey and their experience of their surroundings, and; shopper interviews where people leaving shops will be asked questions regarding their travel that day and their spending with local businesses.

Details of how each of these methodologies may be carried out for the CCWEL project are outlined below.

### 10.2.1. CYCLE SURVEY

**Methodology: M1**

**Objectives: P.2; S.3; T.1**

**User Groups: People on Bikes**

It is important to understand if the scheme meets the cycle route objectives for people on bikes, as such people using the route by bike will be surveyed. This survey should complement, but not replicate the existing Sustrans' Route User Intercept Surveys (RUIS). RUIS are already undertaken by Sustrans RMU (commissioned by the Council) every two years at two locations in or near to the corridor (Roseburn and at the canal's Lochrin Basin) and it will be beneficial to have comparable results.

The existing surveys will provide baseline user views on the trip type, frequency and perceptions of the route, while dedicated RUIS for this project will focus on additional specific locations.

The cycle surveys will target people on bikes and must cover the following:

- Journey purpose (e.g. commuting, recreation etc.)
- Journey origin/destination
- Journey frequency
- Integration with other modes of transport (and their distance)
- User demographic (gender, age group, working status, household, postcode, ethnicity, etc.)
- Perception of Safety

#### 10.2.1.1. FREQUENCY

Baselining must take place during Autumn 2019. Post construction surveys should take place during June/ July and October 2020, or as appropriate following construction. The surveys will take place during both term time and school holiday periods, and during both peak, and off-peak times.

#### 10.2.1.2. EXTENT

Cycle Surveys cannot be carried out on people cycling on road. As such, baseline will need to focus on the existing off road cycle network. In addition to the existing Sustrans monitoring activities at Roseburn. This should include four locations on shared use paths: Roseburn Park; existing NCN1 between Roseburn and Haymarket; existing NCN1 between Randolph Place and Charlotte Square; cycleway on North St Andrews Street.

Following construction Cycle Surveys should be repeated at the above locations, with the exception of the existing NCN between Roseburn and Haymarket, and the cycleway on North St Andrews Street. Instead these surveys should be carried out on the cycletrack at Haymarket Terrace by the Apex Haymarket Hotel, and on North St David Street.

### 10.2.2. PEDESTRIAN INTERVIEWS

**Methodology: M2****Objectives: P.1; P.3; P5; S.3; T.2;****User Groups: People on Foot; People Using Public Transport; Local Residents**

On-street face to face interviews with people on foot must assess how streets perform against several of the project's Objectives, especially those related to Place. User interviews give a more qualitative assessment of how people feel about a place and this type of survey is needed to gather more detailed information about the project's impacts.

Questions focus should include (but may not be limited to) the following issues in line with project objectives.

- Journey purpose (e.g. commuting, recreation etc.)
- Journey origin/destination
- Journey frequency
- Integration with other modes of transport (and their distance)
- User demographic (gender, age group, working status, household, postcode, ethnicity, etc.)
- Perception of Safety

In addition the Pedestrian Interviews must include the 'Place Standard Tool' which was developed by the Scottish Government, in partnership with the NHS Health Scotland and Architecture and Design Scotland, developed the '[Place Standard Tool](#)' to assist communities and professionals assessing the quality of places.

**10.2.2.1. FREQUENCY**

Baselining Pedestrian Interviews must take place during Autumn 2019. Post construction RUIS should take place during June/ July and October 2020, or as appropriate following construction. The surveys will take place during both term time and school holiday periods.

**10.2.2.2. EXTENT**

Pedestrian interviews must focus on streets with a high 'Place' function, especially shopping streets. This should include: Old Coltonbridge, Haymarket Terrace, Melville Crescent, Randolph Place and St Andrews Square.

**10.2.3. SHOPPER SURVEYS****Methodology: M3****Objectives: EC.1; EC.2****User Groups: Local Businesses**

Shopper interviews should provide vital information on how shoppers travel, and how much they spend in the area as well as the scale of any change in travel and spending behaviour following project implementation.

There evidence from elsewhere which suggests that shoppers who travel by bike, tend to be much more regular visitors of their local shops than those who come by car<sup>20</sup>. This can mean that cyclists spend more with local businesses across a period of a month, than their counterparts travelling by other modes<sup>21</sup>. This is despite the fact that shoppers travelling by bike tend to spend less money *per trip* than those travelling by car.

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<sup>20</sup> Mork, I. (2016) *On Street Parking and Shopping Street Vitality, Comparing Customer and Shopkeeper Perspectives on Shopping Practices and Experiences in Markveien, Oslo*. University of Oslo.

<sup>21</sup> Clifton, K. (2013) *Consumer Behaviour and Travel Choices: A Focus on Cyclists and Pedestrians*, Portland State University.

However, this aspect has not been extensively studied in the UK, and the project team are unaware of any studies which have looked at shoppers behaviour in this way *before and after* cycling infrastructure has been developed anywhere in the world. As such, this will be an innovative aspect of the monitoring of this project.

The details of carrying out this methodology should be developed by the Monitoring Team for the specific context in question, but as far as possible in line with previous research. The particular focus for this methodology should be the key shopping streets Roseburn Terrace, Haymarket Terrace and Randolph Place.

#### 10.2.4. HOUSEHOLD SURVEYS

**Methodology: M4**

**Objectives: P.1; P.5; S.5; T.1; T.3; T.4; PI.1**

**User Groups: Local Residents**

Household surveys must be distributed directly to residential premises in the project area. The surveys should include questions related to participants’:

- Demographics
- Travel Behaviour (Travel to Work, Bike Use, Bike/ Car Ownership, Main Transport Mode, etc)
- Perceived Quality of Local Environment
- Awareness and Support for the Project

The results of these surveys will allow the monitoring team to assess and understand changes in activities and perceptions of the local residential population related to the project.

Though it is of course anticipated that only a sub-set of those who receive surveys will respond, the results will still provide vital evidence. In addition demographic information will ensure that, where individuals do return the survey across more than one release, the monitoring team will be able to carry out within-group analysis to establish the extent to which change has taken place for individual behaviours.

##### 10.2.4.1. FREQUENCY

Household Surveys will take place four times during the monitoring programme. Once before construction to establish a baseline, once during construction, once approximately six months after construction, and once again approximately 12 months after construction.

##### 10.2.4.1. EXTENT

The household survey will be distributed throughout the areas of Roseburn, Haymarket and the West End, and; St Andrews Square and the East End, covering between ten, and thirteen, thousand properties.

#### 10.2.5. STAKEHOLDER GROUP SURVEYS

**Methodology: M5**

**Objectives: P.1; P.3; P.5; S.5; PI.1**

**User Groups: Local Residents**

The extensive stakeholder engagement already undertaken with regards to the route acknowledges the sensitive environment (physical, social and political) in which this scheme lies. There are various key Stakeholder Groups throughout the project area with an interest in the relevant streets and places. The perspectives of these groups will provide an important yardstick through which to assess the project from varied perspectives.

Key Stakeholders will include:

- Murrayfield Community Council



- West End Community Council
- New Town and Broughton Community Council

#### 10.2.6. ROSEBURN PRIMARY SCHOOL SURVEY

**Methodology: M6**

**Objectives: P.1; P.3; S.3**

**User Groups: Local Children**

Roseburn Primary School pupils have been closely involved in the developing designs for 'Rejuvenating Roseburn' and the school is a key stakeholder for the overall project given the high number of journeys to school which take place within the project corridor.

It will be valuable to engage and survey local children once before and once after the project is initiated carrying out manual street surveys, noting challenges or changes to active travel on the route, and young people's perceptions of their surroundings, including in terms of safety. The Sustrans Framework for Student Participation will provide to be a valuable tool and existing framework for achieving this.

#### 10.2.7. TRADER INTERVIEWS

**Methodology: M7**

**Objectives: T.8; EC.1; EC.2; EC.3**

**User Groups: Local Businesses**

Interviews with a cross sample of traders both before and after the project will provide important evidence related to the perception of the project from local traders and any changes that take place.

Baseline interviews should consider traders' perceptions of the project in terms of any change they believe it will have on their business, and surrounding businesses once completed. Post construction interviews however should focus on the any perceived changes which may have been caused or influenced by the project.

Key areas of interest will include: perceived trade from people arriving on bikes; perceived issues with loading and deliveries, and; any perceived impact on overall footfall and income.

##### 10.2.7.1. FREQUENCY

Interviews must be conducted with traders who will be impacted by changes from the scheme, before, and after project implementation.

##### 10.2.7.2. EXTENT

All business proprietors from shopping streets along the core route where loading facilities are being altered should be invited to take part. This will include, all businesses on Roseburn Terrace and Haymarket Terrace. Businesses on Murrayfield Place and Randolph Place should also be interviewed.

#### 10.2.8. TAXI TRADE INTERVIEWS

**Methodology: M8**

**Objectives: T.7**

**Local User Groups: People Using Public Transport and Taxis**

In monitoring the impact of the project on the taxi trade the primary concern must be the operation of the re-located taxi rank by Haymarket Station, and the feeder rank on Morrison Street. The taxi trade is represented by the Edinburgh Taxi Association, and by the Chair of Central Taxis. Input will be sought following construction.

#### 10.2.9. EXISTING SURVEYS

**Methodology: M9**

**Objectives: T.1; T.3; T.9**

**User Groups: Externalities**

There are various surveys which are already being carried out across the project and monitoring timeline. Such sources of data include the perceptions of Edinburgh residents toward cycling across Edinburgh in the bi-annual Bike Life Report<sup>22</sup> and the yearly Scottish Household Survey<sup>23</sup> as well as the Sustrans' Hands Up Survey, and of course the Census. Data from these can be directly compared for trend mapping since they each focus on collecting data from a consistent sample size.

These data sources can give an insight into whether such measures link peripheral routes to the centre and have city wide implications for behaviour change.

Report	Frequency		Point for Comparison
Census	10 years	<a href="http://www.scotlandscensus.gov.uk">www.scotlandscensus.gov.uk</a>	Mode of travel to work (employed residents - excluding those who work mainly at or from home and full-time students)
Hands Up Scotland Survey	Annual		Proportion of journeys to school by mode
Bike Life	2 years (Autumn)	<a href="http://www.sustrans.org.uk/bike-life/overall-survey">http://www.sustrans.org.uk/bike-life/overall-survey</a>	All
Scottish Household Survey	1 year (August)	<a href="http://www.gov.scot/Topics/Statistics/16002">http://www.gov.scot/Topics/Statistics/16002</a>	Employed adults usual method of travel to work (16+ and excluding those working from home)  Number of trips by different distances for all journey purposes and modes, Edinburgh
Edinburgh People Survey	1 year (Spring)	<a href="http://www.edinburgh.gov.uk/info/20029/have-your-say/921/edinburgh-people-survey">http://www.edinburgh.gov.uk/info/20029/have-your-say/921/edinburgh-people-survey</a>	Q5 Activities in the last 4 weeks  Q19b How many days in the last week have you cycled? (of all those surveyed)  Q21 How do you usually travel to your main place of work or study (including school)?

<sup>22</sup> Sustrans and CEC, 2015, Bike Life 2015. Available at: <http://www.sustrans.org.uk/bike-life/edinburgh>

<sup>23</sup> The Scottish Government, Scottish Household Survey. Available at: <http://www.gov.scot/Topics/Statistics/16002>

### 10.3. VIDEO SURVEYS

There will be various outputs from the project which will require video footage to appropriately assess. This will include, footfall, interactions between different user groups, loading activities and public transport use, among other things. More detail on each of these methodologies is provided below.

As much as possible it will be important to ensure that video footage which is collected can be used for analysing various different elements alongside each other (eg: footage from a bus stop can be used to count bus passengers, footfall, *and* carry out behavioural analysis). As such video surveys should be carried out at all locations during baselining and post construction monitoring, even though some of the methodologies will only be applied after the project has been implemented.

As footage from one camera can be used to support various methodologies, generally the Frequency and Extent of video monitoring will be consistent across all methodologies using this technique, though sometimes the amount of footage analysed will differ from the amount recorded.

#### 10.3.5. INTERACTION ANALYSIS

**Methodology: M10**

**Objectives: P.3**

**User Groups: People on Foot; People on Bikes**

This allows for an assessment of how users move in relationship to each other along the route and at key junctions to understand the scheme's overall safety and comfort. This is carried out using video footage with the purpose of observing interactions between cyclists and other cyclists or pedestrians, observing the potential for collision and the actions taken to avoid it.

By observing the potential for collision and the actions taken to avoid it, a rating system can be applied to each individual interaction. This scoring method is adapted from a technique used by MVA Consultants in 2010 for a report commissioned by Transport for London (TfL) and uses a scale of 0-5 to rank each interaction. The scale ranges from level 0; where two users pass each other on the route but do not have to change their behaviour at all, to level 5; where two users collide with each other.

##### 10.3.5.1. FREQUENCY

Interaction Analysis will not require Baselining. Furthermore, as this is a relatively arduous and time intensive methodology, only a few hours of the footage generated should be selected for Interaction Analysis. These should then be checked to ensure the results are representative.

##### 10.3.5.2. EXTENT

Interaction analysis will focus on the locations where there is the greatest potential for conflict, particularly between pedestrians and cyclists. This will include loading bays on Roseburn Terrace and Haymarket Terrace, as well as bus-stop bypasses on West Coates, and Haymarket Terrace, and various cycle priority crossings on the route.

#### 10.3.6. VIDEO SURVEY – ON STREET TRANSPORT-ALL MODES

**Methodology: M11**

**Objectives: T.1; T.5**

**User Groups: People on Bikes; People in Cars; People on Foot; People Using Public Transport and Taxis**

Direct observation is a fundamental research technique in street assessment and particularly pertinent to assessing the movement and flow of people in a public space on all modes.

The footage will be analysed retrospectively to document the number of people on all modes at various locations. Locations will include Roseburn Terrace, Haymarket Terrace, Melville Street and York Place.

In addition there will be certain areas the impact of the project on traffic movements will need to be monitored. This will include:

- Coltbridge Terrace and Henderland Road to assess impact on St George's School Run;
- Russel Road and Roseburn Street, to assess impact of junction re-design;
- Roseburn Place and Roseburn Terrace to assess impact of closing Roseburn Place rat-run, and;
- Magdala Crescent and Haymarket Terrace, to assess impact of carriageway re-alignment.

#### 10.3.7. VIDEO SURVEY – LOADING SURVEY

**Methodology: M12**

**Objectives: T.8**

**User Groups: Local Businesses**

This will record when vehicles are stopping, difficulties posed by loading/unloading, violations of regulations, the impact of loading/servicing on street activities etc. It will give an insight into behaviour change of suppliers and traders before and after completion of the scheme.

#### 10.3.8. VIDEO SURVEY – TAXIS

**Methodology: M13**

**Objectives: T.7**

**User Groups: People Using Public Transport and Taxis**

Video surveys will document changes in the number of taxis stopping, picking up passengers, and moving through the site at certain times of the day. This will be more impartial than driver interviews. The key focus for analysis will be the re-located Taxi rank at Haymarket Station, and the feeder rank on Morrison Street.

### 10.4. MANUAL AND AUTOMATIC COUNTS

#### 10.4.1. AUTO-COUNTERS – CYCLISTS

**Methodology: M14**

**Objectives: T.1**

**User Groups: People on Bikes**

The total number of automatic cycling counters across Edinburgh is 39, which cover all key cycleways and major roads. Within the project area there are a number of counters (see Appendix). The Bike Life report and Sustrans RMU collect and process this data. A certain level of calibration will need to be factored in to take account for any faulty, redundant or new auto-counters which may otherwise skew data.

New counters will be installed when the project is being constructed, and the locations for this will be confirmed in discussion with the Monitoring Team. This is likely to include locations on West Coates and York Place as well as potentially others. This may also include 'High Visibility' counters, similar to the one on Middle Meadow Walk, which includes a display highlighting the number of cyclists per day, and per year.

#### 10.4.2. AUTO-COUNTERS – PEDESTRIAN FOOTFALL

**Methodology: M15****Objectives: P.3; EC.3****User Groups: People on Foot**

There are pedestrian footfall counters within the corridor at Roseburn Park, and the data they've collected to date will establish baseline levels of pedestrian activity. The point of comparison will be the yearly totals, although certain level of calibration will need to be factored in to take account for any faulty, redundant or new auto-counters which may otherwise skew data.

Consideration will be given to enhancing the monitoring infrastructure by embedding new counters in the scheme when it is being constructed. The monitoring team will carry out an assessment of where additional counters may be required and make recommendations to the design team.

In addition, there may be locations where it would be useful to monitor pedestrian footfall, but an automatic counter would not be appropriate, such as shopping streets. In these locations footfall counts will be carried out. This could include streets such as William Street.

**10.4.3. TRAFFIC COUNTS****Methodology: M16****Objectives: T.5****User Groups: People in Cars**

There are automatic motor vehicle counters at locations in the project corridor and in the west Edinburgh area which routinely collect data. These provide a baseline against which it is possible to monitor any changes to, or disruptions in, traffic patterns. The Council will monitor traffic volumes on key routes through its routine traffic surveys and seek to identify changes.

Automatic motor vehicle counters are also be required at several additional locations during baseline and post-construction assessment. However, depending on costs, this could be delivered using video recording technology. The locations for additional traffic counts include:

- Roseburn Place
- Henderland Road
- Murrayfield Avenue
- Murrayfield Place
- Magdala Crescent

Overall journey times are recorded using Automatic Number Plate Recognition (ANPR) cameras across the route to assess queuing / delays. Data collected can identify the volumes of all vehicles including average daily traffic, and the effects of changes to the road network on traffic and congestion. Both sets of data should be accessible to the monitoring team, and periodically assessed in order to ascertain trends and problem areas or times.

**10.4.4. PARKING COUNTS****Methodology: M17****Objectives: T.8****User Groups: People in Cars**

It is important to facilitate parking to serve the needs of businesses and residents. Manual parking counts will be carried out once at baseline and, again post-delivery in order to document changes to parking activities.

**10.4.5. TRAFFIC QUEUE COUNTS**

**Methodology: M18****Objectives: T.6****User Groups: People in Cars**

Traffic queue counts will be carried out to assess the impact of the project on traffic queues at key junctions, including:

- Roseburn Terrace/ Murrayfield Avenue/ Murrayfield Place;
- Russel Road/ Roseburn Street/ Roseburn Terrace, and;

The modelling which was originally carried out for this project indicated that there is likely to be increased queue lengths on Russel Road and Roseburn Street on the approach to Roseburn Terrace. This is primarily due to the introduction of pedestrian crossings across Roseburn Terrace at this junction. However it is anticipated that following an initial period, much of this traffic will re-direct onto the Western Approach road. As such it will be particularly important to monitor how queue lengths at this junction change over time following project implementation, and there may be a need for additional counts at this location.

## 10.4.6. MANUAL VACANT PREMISES COUNTS

**Methodology: M19****Objectives: EC.1****User Groups: Local Businesses**

Vacant retail premises are a valuable indicator of local economic issues, and these will be monitored through manual counts at regular intervals both at baselining and post construction. Vacancy rates are affected by a great range of factors and should not be taken as a clear indicator in their own right, however as part of a number of measures they can provide a valuable insight.

Vacancy rates will be compared with nearby streets as a 'Control Street' comparison. This will include a comparison of vacancy rates on Roseburn Terrace and Haymarket Terrace, before and after project implementation, with those on Gorgy Road and Dalry Road.

## 10.5. EXISTING DATA

## 10.5.1. CASUALTIES: STATS 19 DATA

**Methodology: M20****Objectives: S.1; S.2****User Groups: Externalities**

Edinburgh tracks casualty rates and they are recorded by the Road Safety team for the whole city. In the recent Bike Life report these were calibrated by distance travelled to produce a rate per mile cycled. It is important to note that casualties are measured based on distance travelled, since the anticipated increase in cycling may result in the absolute casualty numbers going up, even if the overall rate drops.

This figure is reassessed every 2 years for ATAP monitoring. This should be increased to at least once a year to alert the relevant parties if there is anything that needs amending for the safety of its users. We will use counters in the corridor as a proxy for distance travelled by cycle, against location specific casualty numbers along the route, including adjacent junctions.

## 10.5.2. BUS AND TRAM PASSENGER NUMBERS

**Methodology: M21****Objectives: T.2; T.3****User Groups: People Using Public Transport and Taxis**



Lothian Buses and Edinburgh Trams record information on their passenger numbers. It will be vital to understand the impact of the project on public transport to track any changes in the number of passengers accessing the buses and trams in the areas adjacent to the cyclepath, as well as numbers using the services which go through these areas but accessing them from further afield. Key areas of interest will be bus and tram stops at Haymarket Terrace, and bus stops in Roseburn.

#### 10.5.3. BIKE AND GO HIRES

**Methodology: M22**

**Objectives: T.2**

**User Groups: People on Bikes; People Using Public Transport and Taxis**

Scotrail operate a bike hire scheme from various train stations across the country, including at Haymarket. Monitoring the use of this hire bike station will provide valuable information on the impact of the cyclepath, especially in relation to its integration with the station, and the public transport network.

#### 10.5.4. BUS TRACKER DATA

**Methodology: M23**

**Objectives: T.6**

**User Groups: People Using Public Transport and Taxis**

It is essential to maintain tram and bus reliability and minimise disruption to services. Data on bus journey times before and after implementation will highlight if there are disruptions caused by the scheme to overall journey times and regularity of services. This is collected and provided by Lothian Buses. CEPAS data will provide information on journey times through cordons during the commuting hours of 7:30 – 9:00am.

#### 10.5.5. AIR QUALITY MONITORING

**Methodology: M24**

**Objectives: EN.1**

**User Groups: Externalities**

NO2 pollution monitoring will be carried out over the whole duration of the project and its initial implementation to ascertain what impact the intervention has on the immediate environment and pedestrians. The council's air quality monitoring work, led by Environmental Health Officer Shauna Clarke, will advise on the best method for undertaking this.

It is important to note that care needs to be exercised when assessing air pollution data as concentrations in ambient air are very much influenced by weather conditions. For example they can rise and fall (month to month where you have automatic monitoring) and year to year. Therefore, in terms of detecting a change in levels we are required to look at annual data trends over a minimum period of five years.

A less precise way of monitoring trends can be carried out by estimating the number of car kilometres replaced by cycling and walking:

- Estimating the number of car kilometres replaced by cycling and walking kilometres helps estimate the following values: greenhouse gas reduction, decongestion, accident reduction, local air quality, local noise pollution, and infrastructure.
- The number of car kilometres abstracted from the road network is calculated using the percentage of respondents to the RUIS (see 3.1.4) stating that they did not use a car to make any part of their journey and the percentage of those respondents stating that they could have used a car or van instead of walking or cycling for their current journey. This is then applied to the trip length and the difference

between car kilometres for the pre and post survey is taken to represent the total car kilometres abstracted as a result of the intervention.

#### 10.5.6. ONLINE PROJECT VISIBILITY

**Methodology: M25**

**Objectives: PI.2**

**User Groups: Externalities**

It is important to track the level of public awareness of, and interest in the project. This will be achieved online through tracking web-page views, the number of subscribers to the project's mailing list, as well as the number of times that any promotional or informational project videos which are uploaded online are viewed.

#### 10.5.7. TRANSPORT FOR EDINBURGH CYCLE HIRE DATA

**Methodology: M26**

**Objectives:**

**User Groups: People on Bikes**

The TfE cycle hire scheme will be operative from Autumn 2018, with a small initial roll-out focussed on Waverley Station and the University, extending to cover a larger area with 1,000 by the end of the same year. Various TfE Cycle Hire points are being integrated with the design of the CCWEL project, and their use will provide a valuable source of information related to the impact of the CCWEL cycleway.

This information will be collated by TfE. In particular it will be interesting to assess whether there is a difference in the number of times bikes are hired between locations adjacent to the CCWEL project, and those elsewhere in the city. Care must of course be taken when interpreting this data, as there are many factors which will come to bear on hire rates. However, this will certainly be an interesting piece of evidence within the broader Monitoring Plan.

### 10.6. DIRECT ENGAGEMENT

#### 10.6.1. ACCESS GROUP PARTICIPATION

**Methodology: M27**

**Objectives: P.4; P.6; S.4**

**User Groups: People with Mobility Impairments**

Engaging people with physical impairments and disabilities to provide user feedback will help draw attention to areas that have improved or need further attention. Representatives from key disability organisations will be invited to offer feedback on the project post-implementation.

Key Disability Organisation to be approached include:

- RNIB
- Guide Dogs Scotland
- Mobility Access Committee Scotland (MACS)
- Edinburgh Access Panel

If required the monitoring team will host on street sessions with disabled route users from the local community, to assess the project directly during walkthroughs. Where possible and appropriate the recommendations from these local disabled route users will be enacted, and fed into appropriate strategy.

#### 10.6.2. HERITAGE ORGANISATION PARTICIPATION

**Methodology: M28**

**Objectives: P.5****User Groups: Externalities**

To ensure that the project's designs are in keeping with the Heritage Environment, particularly in relation to the UNESCO World Heritage Site, input has been sought from both Historic Environment Scotland, and Edinburgh World Heritage Trust on relevant aspects of the designs. This dialogue will continue through to post-construction, and input from these organisations will be valuable during the overall monitoring of the project.

## 10.7. AUDITS

The project is designed to be fully accessible with the needs of cyclists, pedestrians and the mobility impaired. Mobility impairment is considered from a number of viewpoints, including those with visual or hearing limitations, physical disabilities, and carers, such as mothers pushing buggies, etc.

The needs of these groups have been considered in the initial Place Making workshop for Randolph Place to ensure that their requirements are fully embedded in the design principles.

Whilst the project is being designed to be fully accessible, with the needs of cyclists, pedestrians and the mobility impaired taken into account, it is recognised that there needs to be validation of the design. The design has already been subject to:

- Road Safety Audit (Stage 1);
- A Cycling Audit;
- An Accessibility Audit.

The results of these have informed the ongoing design development and in recognition of the changes already made it is proposed to update these audits before detail design commences. There will be Stage 2 and Stage 3 Road Safety Audits and the other audits will be repeated as necessary. However further Audit activities will be required post-construction, some of these will be formal audits, while others will be less formal assessments of the public space.

### 10.7.1. EQUALITIES AND HUMAN RIGHTS IMPACT ASSESSMENT

**Methodology: M29****Objectives: P.4; P.6****User Groups: Externalities**

An EHRIA has been carried out for this project and will be regularly refreshed throughout project development, to ensure that the designs meet equality criteria.

### 10.7.2. ROAD USER SAFETY AUDIT (STAGE 3 – POST CONSTRUCTION)

**Methodology: M30****Objectives: P.2; P.3; P.4****User Groups: Externalities**

A Stage 3 RUSA will be carried out independently and this will provide a professional audit of the project as built in relation to the safety of all road users.

## 10.8. DIRECT ASSESSMENTS

### 10.8.1. TRIAL JOURNEYS BY BIKE

**Methodology: M31**

**Objectives: P.2****User Groups: People on Bikes**

To understand the direct impact that the project has on people travelling through the city centre by bike it will be important to assess journey times before and after implementation. This will be done by assessing baseline journey time along three routes: The CCWEL Route; the NCN1 route, and; the Direct Route (Shandwich Place and Princes Street). Following implementation an average journey time will be established and compared with the original three journey times to understand what impact the project has had on the expediency of travelling by bike in the city centre.

**10.8.2. TRACKING ADJACENT PROPERTY VALUES****Methodology: M32****Objectives: EC.4****User Groups: Externalities**

The value of properties along the route corridor is already being monitored by various organisations, and this information will be captured by the monitoring team. A recent study by SYSTRA in Camden, London, found that the property values on streets where cycling infrastructure was built rose significantly faster than values on surrounding streets.

Though rising property values are not without their downfalls, this is significant evidence of people's greater desire to live, work and play in areas which are safe and efficient to access by bike.

**10.8.3. TRACKING INSTALLATION OF TREES****Methodology: M33****Objectives: EN.2****User Groups: Externalities**

There are various locations throughout the project corridor where additional street trees are proposed. Trees provide a multitude of benefits to the users of a street from providing cleaner air, shade and a more pleasant and calm environment, to combatting our greenhouse gas emissions. The number of additional trees being delivered as part of this project will be tracked, and their impact on the street will be assessed.

**10.8.4. TRACKING ON STREET NOISE LEVELS****Methodology: M34****Objectives: EN.4****User Groups: Externalities**

Noise levels are a key environmental concern, and have a significant impact on quality of place. Noise levels should be assessed using decibel meters during baseline and post construction at various locations throughout the project, including Roseburn, Haymarket Terrace and York Place.

**10.8.5. ASSESSMENT OF PROJECT IMPACT ON GREENHOUSE GAS EMISSIONS****Methodology: M35****Objectives: EN.3****User Group: Externalities**

Using information regarding the change in travel behaviour throughout the corridor, as well as the installation of trees and other greenery, the Monitoring Team should calculate an estimation for the overall impact of the project on Greenhouse Gas Emissions associated with transport.

**10.8.6. TRACKING PUBLIC INTEREST AND INVOLVEMENT****Methodology: M36**

**Objectives: PI.2**

**User Group: Externalities**

Continue to monitor number of web-visits, incoming correspondence, and social media posts related to the project.

## 11. APPENDICES

### 11.1. ACTIVE TRAVEL ACTION PLAN MONITORING AND REVIEW SECTION

#### MONITORING

We have been working to upgrade our Active Travel Monitoring and now have over 20 cycle counters across the city. The technology of reliable automated pedestrian counting has only very recently become affordable. With this in mind we are currently (early 2016) installing a batch of these counters in a mix of on street and off-street locations. The Council participated in Sustrans' Bike Life 2015 project, which reports on progress towards making the city an attractive place for cycling as an everyday means of travel.

Monitoring improvements, reporting accurate statistics and illustrating progress toward our objectives is an important way to demonstrate that key outcomes are being achieved. It can also be helpful in changing attitudes toward active travel through demonstrating the significance of its role and the impact of investment.

#### REVIEW

The ATAP will only retain its relevance and effectiveness if it is regularly updated. A review of the plan was carried out in 2013 and this version was developed in late 2015. The reviews have measured progress on the actions as well as updated them. In addition, regular assessments ensure that the ATAP reflects current Government and Council policy and meets the needs of the travelling public. A further review is expected to be conducted in late 2017.

#### ATAP MONITORING SUMMARY TABLE

Target/Objective	Indicator	Status
Walking All trips : 35% by 2020 To work: 21% by 2020	Modal share derived from census data factored by counts.	City centre peak hour cordon counts were the only source of reliable data from 2011. Automatic counter network being extended and data management upgraded.
Cycling Journey to work: 15% by 2020 All trips: 10% by 2020	Modal share derived from census data factored by cycle counts.	Counter network being extended and data management upgraded.
Increase in percentage of children walking and cycling to school.	Walking and cycling to school measured by the Sustrans Annual Hands Up survey	See left
Reduction in casualty rate for walking and cycling (per km travelled) by 50% from 2010 to 2020	Casualties factored by indicator of distance travelled	Count data should be available from 2016 to allow calculation of these indices
100% of primary school children provided with cycle training to national standard by 2020	% of primary school children taking part in the scheme.	Regular monitoring in place
Increasing satisfaction with the cycle and pedestrian environment	% of people stating satisfied and highly satisfied with cycling and walking in Edinburgh	Edinburgh Peoples Survey and Bike Life survey.
Increase in bike ownership.	Edinburgh households with access to a bicycle	Monitored in SHS but data not accurate enough for year to year comparison. BikeLife survey collecting data
Year on year increase in health benefits of cycling.	Maximum biannual benefit: total value of reduced mortality due to the level of cycling calculated by using the WHO's Health Economic Assessment Tool.	Calculated as part of BikeLife project.
Reduction in cycle theft.	Number of bicycles theft per annum	Source: Police Scotland



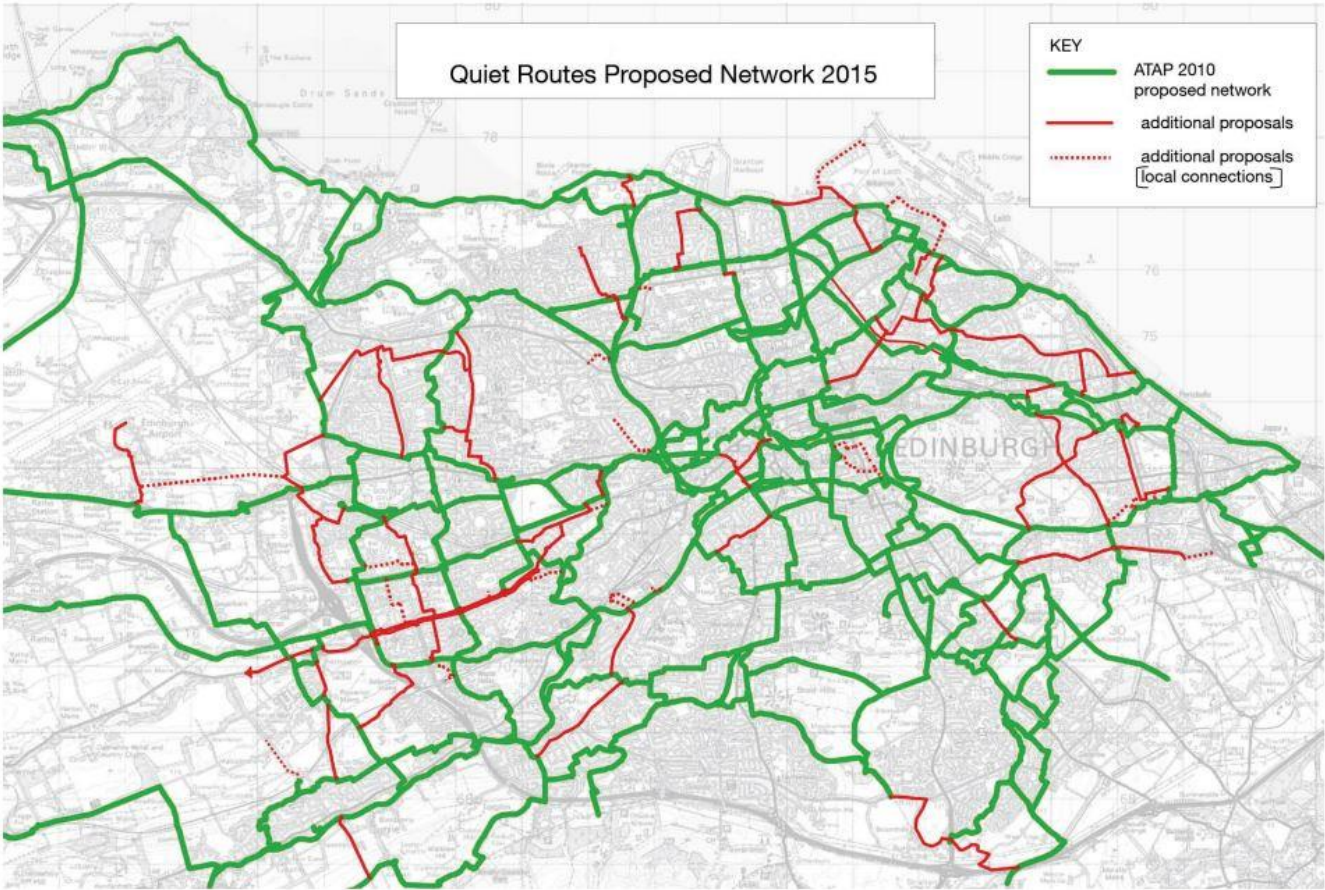
## 11.2. INITIAL OBJECTIVES

The initial Objectives which were developed for the Roseburn to Leith Walk Community Links Plus funding bid are detailed below. These have since been enhanced for the City Centre West to East Cycle Link and Street Improvements Project.

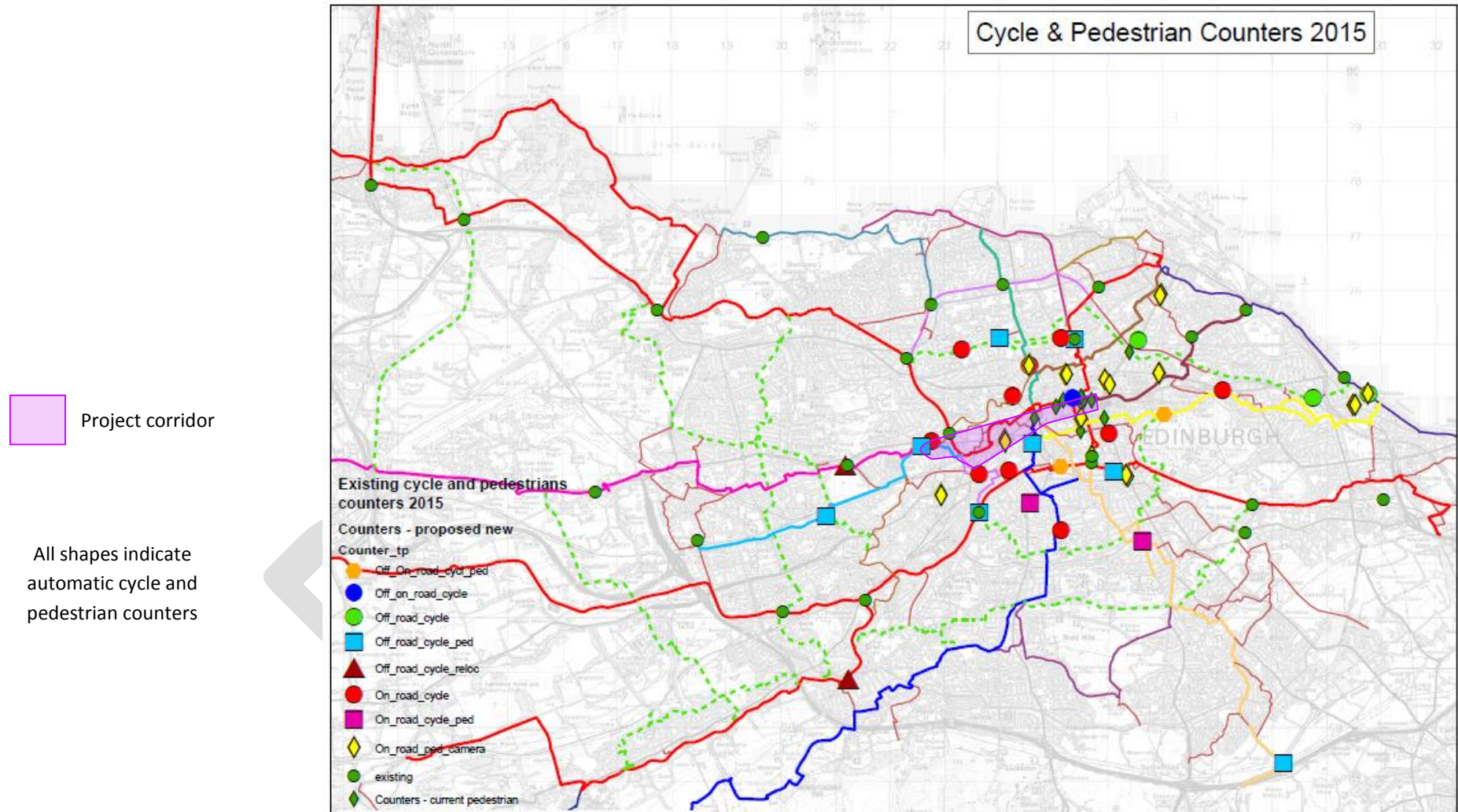
Objectives
<b>Create a high quality cycle route</b> <ul style="list-style-type: none"> <li>• Create a continuous cycle route of a standard that will feel safe to a wide sector of the population, not just existing regular cyclists</li> <li>• Meet cycle route objectives of <ul style="list-style-type: none"> <li>• Safety</li> <li>• Comfort</li> <li>• Attractiveness</li> <li>• Coherence and directness</li> <li>• Accessibility and socio-economic impact</li> <li>• Streetscape</li> <li>• Implementability</li> </ul> </li> <li>• Integrate with Haymarket station – a multi-modal interchange</li> <li>• Integrate with planned segregated facilities on Leith Walk and George Street and with the wider Edinburgh Quiet Routes network</li> </ul>
<b>Enhance streets as places</b> <ul style="list-style-type: none"> <li>• Enhance streets as places that people can enjoy and use for activities other than movement</li> <li>• Respect the positive qualities of the built environment, especially the World Heritage site</li> </ul>
<b>Improve streets for pedestrians</b> <ul style="list-style-type: none"> <li>• Create a good quality, safe and attractive environment for pedestrians walking, standing and sitting, including waiting at stops</li> <li>• accessing facilities and services</li> </ul>
<b>Comply with equality requirements</b> <ul style="list-style-type: none"> <li>• Ensure the city of Edinburgh meets its obligations under Equalities legislation</li> </ul>
<b>Complement the tram and bus services and stops</b> <ul style="list-style-type: none"> <li>• Maintain tram and bus reliability</li> <li>• Minimise disruption to services</li> <li>• Maintain or enhance stops and access to stops</li> <li>• Minimise possibility of cycle accidents on tram lines</li> </ul>
<b>Enable loading and servicing to take place</b> <ul style="list-style-type: none"> <li>• Facilitate loading/servicing to serve the needs of businesses and residents</li> <li>• Minimise the impact of loading/servicing on street activities</li> </ul>
<b>Avoid disrupting through general traffic</b> <ul style="list-style-type: none"> <li>• Avoid excessive delay to general traffic, with particular regard to pollution and to knock-on effects on public transport</li> <li>• Minimise intrusive effects of traffic</li> </ul>
<b>Enable taxis to operate</b> <ul style="list-style-type: none"> <li>• As far as possible, maintain or enhance provision of taxi stances</li> </ul>
<b>As far as possible meet demand for car parking</b> <ul style="list-style-type: none"> <li>• Facilitate parking to serve the needs of businesses and residents</li> <li>• Minimise the impact of parking on other street activities</li> </ul>

11.3. QUIET ROUTES PROPOSED NETWORK 2015

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#### 11.4. LOCATIONS OF AUTOMATIC CYCLE AND PEDESTRIAN COUNTERS IN EDINBURGH





11.5. CEPATS LOCATIONS IN THE CITY CENTRE

