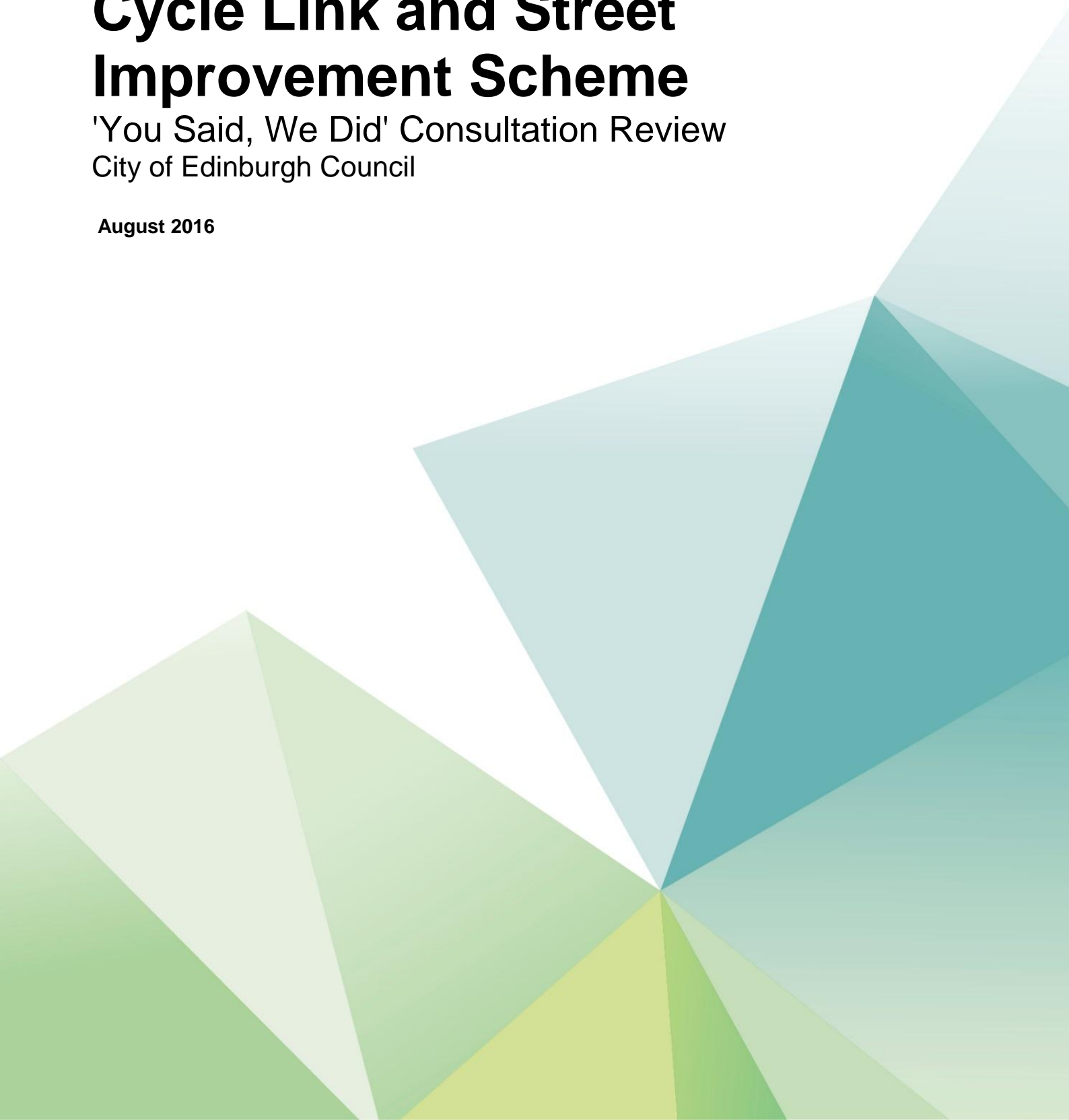


City Centre West To East Cycle Link and Street Improvement Scheme

'You Said, We Did' Consultation Review
City of Edinburgh Council

August 2016



Notice

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1. Introduction

1.1. Context

The City of Edinburgh Council (CEC) is currently developing proposals to create a new cycle route and associated street improvements between Roseburn and Leith Walk – known as the 'City Centre east to West Link'. The scheme proposes a series of amendments such as improving footways, junction amendments and the creation of segregated cycle track. It aims to transform the quality of access by bike, by providing a high quality route with protected cycle tracks on main streets. It also aims to improve the street environment for pedestrians and minimise impacts on other road users.

Atkins was commissioned to undertake the consultation process to inform the public, local businesses and interest groups on the proposals and to capture their comments. The consultation was held over an eleven-week period between 16th November 2015 and the 1st February 2016.

This report presents the detailed responses from the consultation undertaken and outlines how those responses were considered in the development of the proposed scheme. As many of the comments were similar in theme, i.e. safety, congestion, loading/parking; the main body of the report details some of these comments. Appendix A outlines all specific design comments pulled from the consultation feedback. These have been considered within the revised proposals.

1.2. Scheme Detail

The Council, through its Local Transport Strategy and Active Travel Action Plan is committed to increasing the role of cycling in the city's transport mix. Cycling is uniquely attractive as a mode of transport that uses space very efficiently, is compatible with people friendly streets and attractive urban realm, is environmentally friendly, is potentially very inclusive and is intrinsically health-improving. Crucially, given the right conditions it can also compete very well with urban car travel.

The City Centre East to West link would connect Edinburgh's 'Quiet Routes' cycle network from east to west through the city centre. Completing this link is a priority action within the Council's Active Travel Action Plan. It would create a network of routes which are suitable for people who are less confident riding a bike. In doing so it would be transformative in delivering access to and through the city centre by bike.

The cycle route would be largely segregated from motor traffic, with protected cycle lanes on main streets to protect cyclists from heavy traffic. It would link with the extensive network of off-road paths in north Edinburgh, with two cycle routes from west Edinburgh and with similar planned facilities on Leith Walk and George Street. It would also improve the street environment for other road users, especially pedestrians.

The project aligns with CEC's Active Travel Action Plan which has the core objective of increasing the number of people walking and cycling in Edinburgh. The scheme is designed to provide active travel opportunities in the corridor for both cyclists and pedestrians. Facilities for cyclists are to encourage new and less confident users and so are either physically segregated on busier roads or via quiet streets.

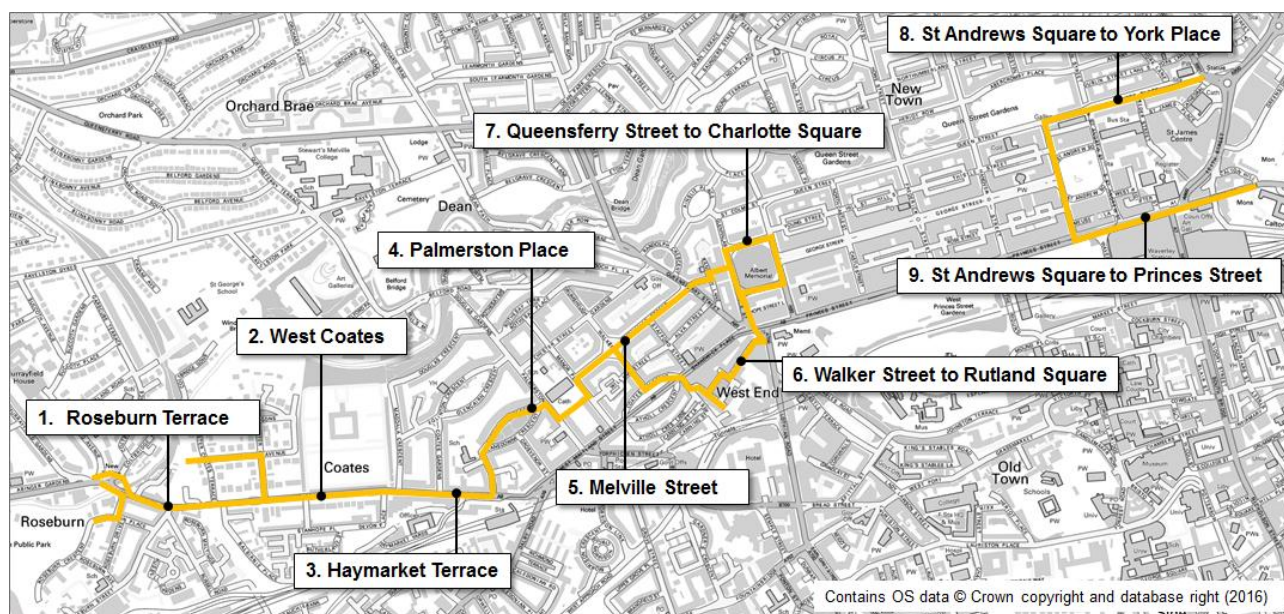
1.3. Consultation

Consultation on the proposals was held over an eleven-week period between 16th November 2015 and the 1st February 2016. Respondents could submit their views via an online questionnaire, leaflet with freepost questionnaire, attending one of the public exhibitions, writing to or emailing CEC or submitting comments on Facebook.

In total, 2,771 responses were received during the consultation period, of which 66% were in support of the scheme and 34% were opposed. The responses were collated and summarised in a Consultation Report published in July 2016 available at <https://consultationhub.edinburgh.gov.uk/sfc/roseburntoleith>.

All the responses received have been considered and a number of changes have been made to the proposed scheme as a result, particularly in the Roseburn, West Coates and Haymarket areas. These changes aim to alleviate some of the concerns made by local residents/businesses within the local area. To gain feedback on the revised proposals, CEC and Atkins carried out a further consultation exercise for one month between the 27th June 2016 and the 27th July 2016 with local shops/businesses in the Roseburn, West Coates and Haymarket areas. In addition, the revised plans for Roseburn were also circulated to members of the Edinburgh Active Travel Forum for comment. The outcome from this additional consultation was published in a further report in August 2016.

Figure 1-1 City Centre East to West link



2. Review of Responses

2.1 General Issues

A number of common issues were raised in relation to the overall scheme, these related to funding, road safety and surfacing issues. Table 2.1 shows some of the points raised ('You Said') and the response indicating how it will be resolved as the scheme design is progressed ('We Did'). A full list of the general issues highlighted are outlined in Appendix A.

Table 2-1 You Said – We Did – General Issues

You Said	We Did
A large number of respondents questioned the “business case” for the cycle scheme, and whether funding for it is appropriate against the backdrop of staffing reductions and budgetary constraints at CEC – and suggested a more basic “paint on the pavement” solution should be explored, as well as better management and utilisation of existing cycle routes in the area	The council is committed to increasing the proportion of its transport budget that is used for active travel schemes such as this. Also, an application is being made for government funding which is only available for cycling projects. There are already “paint on the pavement” solutions in place but research has shown that higher quality solutions providing segregated cycle paths significantly increases cycling activity by encouraging new, less confident and younger cyclists.
There were a number of concerns relating to the interaction between cyclists and pedestrians; cyclist speed and priority are the key recurring topics	Within the historic area, with many competing uses the challenge is to balance the needs of pedestrians, cyclists, vehicular traffic, buses, tram, residents and businesses. The aim of the project is to promote walking and cycling. Where pedestrians and cyclists interact the design gives priority to pedestrian through the widespread use of “informal zebra crossings” which slow cyclists down as the level of the cycleway is raised to the level of the footway. ‘Copenhagen style junction’ also provide an indentation in the desire line which will act as a safety measure for cyclist and pedestrians but also as a speed reduction measure for cyclists. At the detailed design stage further measures to limit speed will be incorporated, however more confident cyclists, who wish to travel at higher speeds, may prefer to travel on the road with general traffic; accordingly facilities to do so are being retained, e.g. advanced stop lines for cyclists.
In areas where road space is being allocated to the cycle scheme, or public transport routes are being impacted, there is general concern about the risk of increased congestion – from a journey time, noise, and vehicle emissions perspective	Extensive modelling has been undertaken to establish the effect of the proposals. It is recognised that there will be an increase in some journey times particularly out-with the main corridor, but a reduction in some routes. Part of the impact of the scheme will be to encourage modal shift to public transport or active modes. It is also anticipated some journeys may also divert to other routes, given recent closures of roads on the route.

Concerns regarding surfacing on the whole of the route; including issues from potholes and cobbles.	The scheme will include footway improvements and resurfacing of the segregate cycle track. An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists.
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2.2 Roseburn

While many respondents did not have an issue with the segregated cycle track, there were a number of concerns raised over the routing of the track and associated affects on , road safety, congestion and the impact on local businesses, particularly if parking and loading bays were removed or reduced.

Accordingly revised proposals have been developed and further consultation with the local businesses has taken place. Table 2.2 shows some of the points raised ('You Said') and the response indicating how that will be resolved as the scheme design is progressed ('We Did'). Appendix A outlines a full list of design comments made regarding the Roseburn area.

Table 2-2 You Said – We Did – Roseburn

You Said	We Did
Removing temporary parking/loading facilities on Roseburn Terrace will have a detrimental effect on local businesses.	In response to local business concerns, initial designs for Roseburn Terrace have been modified to reintroduce off-peak loading on the north side of the street. Additionally, loading on the south side has been changed from off-peak to 24hours. A second option (Option B) has also been developed based on concerns raised by local residents and businesses. Option B routes the cycle track west to east via Roseburn Place, Roseburn Street and the A8.
Removal of the bus lane will have a negative impact on public transport. There is room to create a bus layby in the pavement area where the old Coltbridge Bridge meets Roseburn Terrace. This would allow the bus to pull off the road and ease traffic flow.	It is now proposed the bus stop be relocated west of the bridge in the bus lane so stopping buses will not reduce the road capacity for general traffic. This also removes cycle/pedestrian interaction and improves the sightline west for vehicles exiting from Roseburn Cliff.
Why is the alternative route around the back of Roseburn and Balbirnie Place not being used?	An alternative option has been developed (Option B) which uses Roseburn Place and Roseburn Street instead of Roseburn Terrace. This is being considered along with a redesigned proposal for Roseburn Terrace. (Option A) One of the main reasons the Roseburn Terrace route is being promoted is due to the indirectness of the existing Balbirnie Place route. Furthermore the route emerges at Haymarket Yards where there is conflict with trams tracks This has been highlighted as a safety risk, especially for less confident cyclists.

Many older people, because of reduced mobility, prefer a staggered crossing to crossing the road in one go. Removal of the island crossing will affect elderly residents of Roseburn greatly.	Adequate time will be provided to cross the road and a single stage crossing will enable a more direct crossing for pedestrians. Within both Options A and B, the width of the crossing will be reduced and signal timings for 'Green man' can be increased at detail design stage to take account of the 'single stage' crossing.
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2.3 West Coates

Again, while there was support for the proposals surrounding the route along West Coates, between Roseburn Bridge and Magdala Crescent, a number of concerns were raised regarding road safety and congestion, particularly with the removal of a bus lane.

Table 2.3 shows some of the points raised ('You Said') and the response indicating how that will be resolved as the scheme design is progressed ('We Did'). Further detailed responses for the West Coates area are outlined within Appendix A.

Table 2-3 You Said – We Did – West Coates

You Said	We Did
Only one of the three bus stops on the south side of West Coates is shown. Removing 2 of these is providing a totally inadequate public transport service for residents. I also worry that the bus journey times will increase due to the proposed removal of two traffic lanes and this will slow the flow of traffic enormously.	The drawings actually show 2 being retained, but based on feedback it is now proposed to retain all 3. The design for West Coates has been amended to widen the westbound traffic lane and locally reduce the width of the 2-way cycleway. This widening will allow most vehicles to pass stationary buses, will allow overnight loading and will keep the bus stop that was previously proposed for removal.
To remove the central reservations in West Coates will make it dangerous for pedestrians to cross this busy route, especially for residents from the retirement housing in Sutherland Street.	There are currently two pelican crossings and one uncontrolled crossing with a refuge island. Under the revised proposals, an additional uncontrolled crossing will be introduced. The two pelican crossings will be maintained with the central refuges removed. Although the removal of the central refuges will make street crossing a little longer, the carriageway width will be reduced due to the cycle lane. The signal timings for 'Green man' will be increased to take account of the 'single-stage' road crossing. This arrangement also removes the need for pedestrians to wait on the central island for the second crossing to give them a green man stage.
Concerns over removal of parking in the area on local businesses and hotels.	The design for West Coates has been amended to locally widen the westbound traffic lane and reduce the width of the 2-way cycleway. This will allow overnight loading. Further consultation with business/hotels in the West Coates area has taken place to gain further understanding of the needs and requirements of local businesses.

This proposal seems to narrow the road to two lanes from the present four at peak times which is of concern. Also, the operation of bus stops on the north side of the street would seem to create similar conflict to that at Roseburn Terrace.	The proposal retains an eastbound bus lane with bus stops within the lane, therefore retaining three lanes. The westbound lane has been locally widened to enable most vehicles to pass stationary buses. There is only one bus stop on the north side of West Coates and at the detailed design stage we will look at the best ways to make them work for all users, including where possible providing good visibility to make it very easy for pedestrians to see cyclists and vice versa. There are many benefits of bus stop bypasses. The main advantage of these layouts are that buses do not have to overtake cycles between stops, and people cycling do not have to negotiate out and around stopped buses. In other words, there is no conflict between bus and cycle traffic.
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2.4 Haymarket Area

Again, while there was strong support for the proposals surrounding the route along Haymarket Terrace section, from Magdala Crescent to Rosebury Crescent, a number of concerns were raised regarding road safety and congestion, particularly with the interface between taxi's, trains, buses and trams. It is quite clear from the consultation that this area is already perceived to be a busy modal interchange and that any changes to the current layout may impact on the existing traffic flows.

Table 2.4 shows some of the points raised ('You Said') and the response indicating how that will be resolved as the scheme design is progressed ('We Did'). A full list of design comments and responses for the Haymarket area can be found in Appendix A.

Table 2-4 You Said – We Did – Haymarket Area

You Said	We Did
The cycle route from the end of West Coates to Charlotte Square is circuitous and slow and will not be used by cyclists for these reasons. It fails the A to B test needed to encourage cycling over other transport modes. Regardless of what road is used as the primary E-W route, the means to getting there MUST BE AS DIRECT AS POSSIBLE. This means it should be along Haymarket Terrace-West Maitland St-Atholl Place-Shandwick Place. There is space, with some rejigging of the existing environment (and cyclists or other traffic could be diverted round Coates Cres).	A route passing through the Haymarket junction and along West Maitland Street and Atholl Place and Shandwick Place was explored. The presence of the tram made it practically impossible to create a safe segregated route whilst maintaining bus and tram operation.
This section is a major hazard that needs a serious rethink. I've been off my bike twice with tram tracks and traffic in this area.	The scheme will remove the need for cyclists to cycle along the tram tracks at both Haymarket Yards and through the Haymarket junction.
There is insufficient space in this area for loading bays.	Additional loading bays are proposed on the side streets to the north side of Haymarket Terrace to compensate for the loss of facilities. Revised proposals include a 40m loading bay on the south side of Haymarket Terrace opposite Coates Gardens.

<p>Relocation of the existing taxi ranks is unacceptable. The public need close access to taxis from the station. Passengers are currently able to be dropped off at the door of Haymarket Station. To have them exit the station with no visibly available taxis close by is deeply unfair on passengers with luggage, wheelchair users, parents with small children, the elderly, the disabled. The list goes on and on. How does the council propose THESE people are catered for? It must be remembered that this is a major transport hub, and as inconvenient as it may be for the Council to factor, Taxis MUST be a prominent feature in any new road layouts outside a major transport hub</p>	<p>In order to mitigate the impact of moving the rank, it is proposed to introduce new signage to direct passengers to its new location.</p> <p>People with mobility difficulties can use the taxi pick-up/drop-off area immediately in front of the east entrance to the station and discussions are underway with the ScotRail Alliance with a view to introducing clear information for passengers about the use of this facility to guide people to the crossing points.</p> <p>The Edinburgh Access Panel has been consulted on the issue and although it was slightly further in distance to the head of the rank, the fact that only one road had to be crossed rather than two was favourable.</p>
<p>The two way cycle lane comes to a sudden end into the taxi rank. If the route is going up Roseberry Crescent then why does the cycle lane extend past this? Also how can you have one-way traffic with 2 way cycling?</p>	<p>The cycle track extends east of Rosebury Crescent to an improved Toucan crossing to connect to the station. This also allows those who wish to continue on the road to do so. The layout of Rosebury Crescent has been revised to create a south bound one-way street with a segregated cycle track northbound.</p>
<p>Magdala Crescent to Melville Street section: cyclists could use Magdala Crescent, Eglinton Crescent and then either Palmerston Place into Chester Street or extending northwards the proposed 2-way cycle path to past the cathedral. The advantage of this route is that it completely avoids the very busy Haymarket junction, allowing for a more flexible solution to car/bus/taxi problem that currently exists there.</p>	<p>The Council has considered routing the cycle track from West Coates along Magdala Crescent. The principle reasons for adopting the Rosebury Crescent route in preference were as follows:</p> <ul style="list-style-type: none"> • Routing via the Eglinton Crescent/Palmerston Place/Chester St junction involves significant extra journey time on the cycle route due to delays at traffic lights; • Traffic modelling of the above junction with a segregated cycleway incorporated indicated substantial additional delays for motorised traffic; • The Rosebury Crescent route is flatter. • The Magdala Crescent route does not deliver improvements to the street environment and for pedestrians along Haymarket Terrace. <p>The currently proposed route offers significantly better cycle access to Haymarket station</p>

2.5 Palmerston Place Area

The Palmerston Place section of the route encompasses the West End including Rosebury Crescent, Grosvenor Crescent, Lansdowne Crescent and Palmerston Place. Again, while there was support for the

proposals surrounding the route a number of concerns were raised regarding road safety and disruption to traffic.

Table 2.5 shows some of the points raised ('You Said') and the response indicating how that will be resolved as the scheme design is progressed ('We Did'). A full list of comments is outlined in Appendix A.

Table 2-5 You Said – We Did – Palmerston Place Area

You Said	We Did
Palmerston Place/Manor Place: Coming from the west, your design has cyclists turning across a busy left turn, then crossing a busy road. In my opinion, it would be better to make the crossing, then the turning. That way, cyclists only need cross busy traffic once. I would make the Palmerston Place junction a standard 'T' junction traffic light.	Various options have been examined for the route between Grosvenor Crescent and Manor Place. The crossing of Grosvenor Crescent has been pulled back from the corner and a new style zebra / cycle crossing provided. The whole junction is raised to footpath level to slow traffic down. A Toucan crossing is provided to access Bishops Walk. The option of crossing Palmerston Place and having the cycle route on the east side is not feasible as access is required to front of the cathedral for weddings, funerals, etc.

Suggest this could be sorted by making Grosvenor Crescent and Lansdowne Crescent one way and putting a segregated cycle lane between the pavement and the parked cars all the way round. This way, no parking would be lost and vulnerable users will be protected.	This is an excellent idea however the width of the crescents is insufficient to work in practice; there would be insufficient space between the two rows of parked vehicles.
I am very surprised that there is a plan to route cycle traffic along Bishops Walk. This is a private footpath and a private access road to the private parking and gardens behind houses at Palmerston Place and Manor Place. The footpath is owned by the Cathedral and is a pedestrian right of way only.	<p>The Council has been in talks with Cathedral representatives and there is a mutual agreement to use and improve the path to enable pedestrian and cycle use. It will remain in Cathedral ownership but the Council will assume the maintenance obligation.</p> <p>Proposals have been discussed with Cathedral representatives to route the cycle path via Bishop's Walk from Palmerston Place & Manor Place</p> <p>This would include removal of a short 2-3m section of existing wall on Palmerston Place (Leaving in place the Pillar as a separation between footway and cycleway).</p> <p>It is proposed to resurface the full footway, replace edging kerbs and clear and tidy the verge.</p>

2.6 Melville Street Area

The Melville Street section of the Roseburn to Leith Walk Cycle route includes Manor Place and Melville Street. There was strong support for the proposals surrounding the route a number of concerns were raised regarding road safety and traffic disruption.

Table 2.6 shows some of the points raised ('You Said') and the response indicating how that will be resolved as the scheme design is progressed ('We Did'). A full list of comments for this area is outlined in Appendix A.

Table 2-6 You Said – We Did – Melville Street Area

You Said	We Did
On Manor PI there appears to be a segregated cycleway that just starts/ends on the pavement we assume then that cyclists will go on the pavement and turn into and out of Bishop Way East at the 2way cycle with private access. Is there a rationale for this disjointed design?	Noted; this area will be designed as a shared space and will require close attention to detail in the final design.
It is unclear whether the routes on both sides of West Register House through to Charlotte Square will be shared cycle/pedestrian. We suggest some speed reducing measures for bikes on whichever routes are intended to be open to cyclists.	The north passageway is the designated national cycle route. This will be clearly signed and measures incorporated throughout the Randolph Place area to limit cycle speeds.

<p>The proposal to remove the cobbles in Randolph Place is ridiculous. These are part of the area's heritage and they complement the existing buildings. Cyclists can suffer a little discomfort surely. Removing the cobbles will encourage more cyclists to use this as a "rat run" including cycling past West Register House on what is clearly a pedestrian pavement.</p>	<p>The aim is to create a space that can be shared by all users. It is recognised that the cobbles are an important part of the area's heritage. An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists.</p> <p>Randolph Place and the passageway on the north side of West Register House already form part of NCN01, this proposal will provide a significant upgrade of the route. Pedestrians will be directed to and encouraged to use the passageway to the south of West Register House.</p>
<p>As a regular user, the junction of Melville Street, Queensferry Street and Randolph Place is already dangerous due to the lack of a formal crossing on Randolph Place as many pedestrians do not consider traffic entering or existing Randolph Place. The introduction of a stream of cyclists across this junction will further increase this. However if a formal pelican crossing was put in place, similar to the other three crossings at this junction, the risk would be reduced. It does concern me that the proposals (including any link via Hope Street) will result in more cyclists using the footpaths between Randolph Place and Charlotte Square as cut through when a large number of pedestrians use these routes.</p>	<p>Formal crossings will be incorporated into the design of this junction. A revised design will include a formal crossing for cyclists and pedestrians from Melville Street to Randolph Place.</p> <p>In addition, a crossing will be provided for pedestrians to cross Randolph Place.</p> <p>Randolph Place and the passageway on the north side of West Register House already form part of NCN01, this proposal will provide a significant upgrade of the route. Pedestrians will be directed to and encouraged to use the passageway to the south of West Register House.</p>

2.7 Walker Street to Rutland Square

There was strong support for the proposals surrounding the route a number of concerns were raised regarding road safety, route selection and traffic disruption.

Table 2.7 shows some of the points raised ('You Said') and the response indicating how that will be resolved as the scheme design is progressed ('We Did'). A full list of comments for this area is outlined in Appendix A.

Table 2-7 You Said – We Did – Walker Street to Rutland Square

You Said	We Did
Shandwick Place will be very difficult to cross for inexperienced cyclists - there are 4 lanes of traffic in total that must be crossed in one movement. It would be preferable to have fully segregated lanes following Shandwick Place as the more direct and attractive route.	This stretch of Shandwick Place is now much quieter since the introduction of trams as only buses and trams can access this section. Cyclists can cross the tram tracks at 90o (the safest crossing angle) to access Canning Street/Walker Street. If required, there is a space for cyclists to wait between the tram tracks.
Ideally the route should have continued along West Maitland Street/Shandwick Place to the West End, this would remove the need to wiggle around the cathedral.	A route passing through the Haymarket junction and along West Maitland Street and Atholl Place and Shandwick Place was explored. The presence of the tram made it practically impossible to create a safe segregated route whilst maintaining bus and tram operation.

2.8 Queensferry Street to Charlotte Square

There was strong support for the proposals surrounding the route a number of concerns were raised regarding road safety, interference with pedestrians and traffic disruption.

Table 2.8 shows some of the points raised ('You Said') and the response indicating how that will be resolved as the scheme design is progressed ('We Did'). A full list of comments for this area is outlined in Appendix A.

Table 2-8 You Said – We Did – Queensferry Street to Charlotte Square

You Said	We Did
In isolation these are acceptable, but only as feeder routes to a dedicated link through to Shandwick Place. This is not an east-west route but a series of links created in the pretence they are an east-west route.	This will be a clearly signed route designated NCN01, which will form a continuous route between the east and the west. A cycle track along Shandwick Place was investigated however deemed impractical due to the competing needs of the available space.
The Lothian Road/Princes Street interchange is currently very dangerous for cyclists, both in its design, poor integration of the tram system (including in particular open tea, tracks) and as a consequence of the very heavy traffic resulting for all inbound traffic from the west being forced or encouraged onto the Western Approach. A truly cycle friendly approach would see physically segregated cycle lanes used across central Edinburgh (north to south and east to west), rather than next to useless advisory cycle lanes or compulsory painted lanes which are not much better.	It is recognised that this Lothian Road / Princes Street junction does not afford adequate facilities for cyclists. The provision of a north-south route via Lothian Road is being investigated. It is proposed to take forward the connection from Charlotte Square as a separate project.
One of the issues here however, is that buses turning down Queensferry street often back up and block the crossings and junctions.	This is acknowledged and the potential to better manage the bus flows will be investigated through the separate project
Unclear how the link to Lothian Road would look like. Also unclear how the routing through Charlotte Square would look: around the square or through the green space in the middle of the square? The latter would be preferable.	The cycle route will tie in with a public realm scheme and amendments include a new pedestrian/cycle zone around the central gardens area. There are aspirations to undertake major public realm enhancements but these are dependent on private sector funding.

2.9 St. Andrews Square to York Place

There was strong support for the proposals surrounding the route a number of concerns were raised regarding road safety, interference with pedestrians and traffic disruption.

Table 2.9 shows some of the points raised ('You Said') and the response indicating how that will be resolved as the scheme design is progressed ('We Did'). A full list of comments for this area is outlined in Appendix A

Table 2-9 You Said – We Did – St. Andrews Square to York Place

You Said	We Did
The two stage crossing of Elder Street will not be at all attractive to most cyclists. They ought to be able to cross in a single stage. How will bikes and pedestrians fit onto the island in the middle? What if it is full? How will bikes with trailers manage?	Initial designs provided for a straight across movement over Elder Street, however the developers of the St James Centre brought forward a traffic assessment which required extra capacity (road space and signal time) for traffic to and from the new car park. The current design is recognised to be a compromise.
The turn right onto York Place is narrow - going downhill a wide turn is needed, otherwise you will need to get off the bike.	This is a relatively busy corner with pedestrians waiting to cross North St David Street. The design here will be reviewed further with a view to encouraging low speeds and for cyclists to give way to pedestrians.
My concern is the bidirectional bike path on St David Street (north and south). The slope will allow bicycles to pick up speed and gives the risk of head on collisions or clipping with other people on bikes. A uni-directional bike path on St David Street would be much safer.	St David Street forms an important north – south link between Princes Street and Queen Street, via George Street. There is insufficient width to provide uni-directional cycle lanes, maintain traffic capacity and provide safe pedestrian crossing opportunities. The detailed design will seek to reduce such risks.
How does this cope with the St James development?	The design has been prepared take account of the needs of the St James development which are recognised by the Council. Accordingly, an interim solution is proposed which aligns with future aspirations. This includes a significant reduction of on street parking within the square as already approved by the Council.

2.10 St. Andrews Square to Princes Street

There was support for the proposals surrounding the route; however a number of concerns were raised regarding road safety, interference with pedestrians and traffic disruption.

The consultation designs included a cycleway connection from George Street to Waterloo Place. This is at a very early stage and will be subject to further design development and consultation.

The main concerns raised during the consultation process about this connection was pedestrian/cyclist interaction. It is considered that this issue could be effectively addressed by careful design.

However, a review of the potential traffic impacts of the connection has identified a potentially significant delay to buses on South St David Street. Addressing this would require other traffic management changes in the surrounding area.

With the above in mind, it is proposed to defer implementation of this route section and consider it further in conjunction with other city centre projects, particularly the proposals currently under development for George Street. All comments made during the consultation period will be considered.

2.11 Roseburn Vision

A group of residents have put forward an alternative route referred to as 'The Roseburn Vision' (RV). A petition was raised against the Council's proposed scheme in favour of the RV.

This local petition has advocated that the route instead follows the current signed National Cycle Network route 1 (NCN1) from Roseburn to Haymarket, suggesting that such an approach would be cheaper and offers a suitable 'quiet road' route for cyclists.

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

- is significantly shorter;
- is significantly less hilly;
- is much more obvious;
- avoids the need to use the relatively narrow shared pedestrian/cycle paths on parts of the current route
- minimises security concerns; and
- has a much higher proportion of its length totally separated from general traffic.

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

For the reasons outlined above, the route advocated by the petition is not considered to offer a viable alternative to the Council's proposals, however the RV proposed changes have been reviewed and considered. **Appendix B** outlines the RV 19 proposed changes and Council considerations.

3. Summary and Next Steps

3.1 Summary

The City of Edinburgh Council (CEC) is currently developing proposals to create a new cycle route and associated street amendments between Roseburn and Leith – known as the 'City Centre west to East Cycle Route and Street Improvements scheme'. The scheme proposes a series of amendments such as improving footways, junction amendments and the creation of cycle tracks.

Atkins has carried extensive to inform the public, local businesses and interest groups on the proposals and capture their comments. A number of common issues were raised in relation to the overall scheme, these related to funding, road safety and to surfacing issues. Local concerns were raised regarding changes to parking, the location of loading bays and congestion, particularly with regard to Roseburn, West Coates and Haymarket areas.

There has been a good level of engagement with the local community with a high level of feedback received through the online questionnaire, leaflet questionnaire and through letters / emails from the general public and stakeholders.

3.2 Key Points

The results of the consultation have been analysed at an overall level and also by looking at each of the nine individual sections of the scheme. From this we can draw out the following key points:

- The initial consultation process saw **2,771 responses** made. This included 2,247 online questionnaire responses, 118 leaflet responses, 235 letters, 149 emails and 21 stakeholder letters;
- Overall, **66% are in support of the scheme while 34% are in opposition** (across all modes of consultation). Support was highest from respondents completing the online questionnaire (76% either strongly supporting or supporting the scheme);
- **78% of respondents to the online survey support to some extent the need to invest** in walking and cycling improvements between Roseburn and Leith Walk / North Bridge. **18% oppose** the need to invest;
- Key concerns across all sections of the route appear to relate to the **impact on local businesses**, the impact on **local congestion** where lane / road closures are made and the disruption the plans may cause. That said, there is a high level of support for the scheme as there is the belief it will **improve safety for pedestrians and cyclists** and encourage people to use these modes.

CEC has considered all responses and made alterations to the proposals, particularly in the Roseburn, West Coates and Haymarket areas. These changes aim to alleviate some of the concerns raised by local residents/businesses within the local area, particularly with regard to congestion and parking/loading bay provision. Further consultation with businesses directly affected by these proposed alterations, took place in June and July 2016 and are covered in a further report.

This report highlights a large number of the concerns raised during the consultation process and details how these have been addressed or will be addressed in the development of the detailed design stage of the project.

3.3 Next Steps

Following this consultation process, CEC now intends to progress this scheme through the following steps:

- Design review to address issues identified in this consultation process and those arising from the Road Safety Audit, Accessibility Audit and Cycle Audit (this process is already under way);
- Seek funding to assist in the delivery of the project;
- Make a full report to the Council on the scheme, which will include feedback from this consultation;
- Promote Traffic Regulation Orders;
- Commence detailed design, including further local consultation to ensure specific issues are addressed;
- Prepare tender documents;
- Seek tenders for construction; and
- Construct the scheme.

It is anticipated the scheme will be delivered in three main construction stages (order still to be determined):

- Roseburn to Haymarket;
- Haymarket to Charlotte Square; and
- George Street to Leith Walk.

Overall completion of the project is anticipated to be around 2020, however due to integration with other projects the section from Charlotte Square to Leith Walk may be undertaken as a number of projects.

Appendices



Appendix A. Table of Comments and Responses

You said.....	We did.....
General comments that apply to the whole route:	
Segregated Design -	
The concept of the segregated design is generally supported, albeit with some concerns on specific implementation or areas where it is requested as an addition to current plans.	
Replace the 2 way protected cycle track with 1 way protected cycle tracks on each side of the road. The two directions lanes could cause conflict between pedestrians and bicycle users, therefore not promoting a healthy urban walking and cycling culture. Single direction lanes in each side will provide a better integration with the wider city.	The idea of 2 x 1 way protected track was explored earlier in the project. These take more space, both in terms of track width and require two protection strips, given the overall road width available this was assessed as having too large an impact on general traffic, particularly buses.
The cycle paths look very narrow. Is it 2.5m for each lane, or 2.5m for both lanes? If it's 2.5m for both lanes (i.e. 1.25m for each lane) then it's far too narrow.	It is generally 2.5m for the two-way route. This is generally recognised as being an acceptable width. In the context of this scheme the 2.5m track plus a 0.5m wide separator allows for the removal of one traffic lane.
In simple terms, a road is a road and a pavement is for pedestrians only. Don't cycle on the pavement for fear of clashing with walkers, nursery children out walking in groups, prams and disabled pedestrians. WECC objects to the mixed use of pavements by pedestrians and cyclists	Where pedestrians and cyclists interact the design gives priority to pedestrian through the widespread use of "informal zebra crossings" which slow cyclists down as the level of the cycleway is raised to the level of the footway. At the detailed design stage measures to limit speed will be incorporated.
Route -	
A number of comments on the selection of the proposed route, and suggestions of alternative routes. These are addressed in the individual section results analysis presented below.	
Junctions -	
The key theme of the comments on junctions relates to ensuring that turns are designed appropriately for scheme users.	The project is designed to meet the needs of all users. Due to the constraints of existing street patterns and buildings in some cases it may not be possible to provide the optimal solution.
Please avoid as many right-angled tight turns as possible - cater for non-standard bicycles (tandems, recumbents, bikes with trailers, trikes etc.) which cannot make turns as tightly as standard upright two-wheelers. Tight corners should be smoothed out if possible.	This is accepted and we will be seeking to do this in refining the design.

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You said.....	We did.....
Surfacing -	
Concerns regarding surfacing on the whole of the route; including issues from potholes and cobbles.	The scheme will include footway improvements and resurfacing of the segregate cycle track with associated repairs to the adjacent carriageways. An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists.
A significant number of respondents indicated that their preference, in times of restricted funding, would be for existing surfaces to be remediated before any funding is allocated to the construction of the cycle scheme.	Day to day repairs are funded through a separate budget and the money which will fund this scheme cannot be used for such purposes. Also given the design any repairs the existing surfaces would be overlaid when the segregated cycle route is built (as it is approximately 50mm above current road levels).
We would stress that ensuring the any crossing of tram tracks can be done at a safe angle is a key concern for us. We have had several members who have been brought down by the tram tracks, which not only has had painful repercussions for them personally and damaged their property, it has also put them off continuing to cycle. Such incidents have put others off cycling as it spreads concern that cycling isn't safe	The safety issue regarding tram tracks is recognised and tram track crossings require careful consideration to ensure that the route crosses at the optimal angle; however the proposed route aims to remove interaction between cycles and tram tracks, apart from York Place.
There is a concern from MACS that using different proposals and standards in different areas could be problematic	As a separate exercise the City of Edinburgh has developed a new Street Design Guide and guidance to support its use is currently being prepared to ensure that there is a uniform approach is taken across the city.
Road Safety -	
Generally a high perception of safety along the route, and an appreciation of the efforts City of Edinburgh Council (CEC) is making to improve protection for cyclists.	The whole concept of the route is to provide cyclists and pedestrians with a higher quality, safer route to encourage the adoption of active travel.
The proposals do not show the location of any ancillary equipment that might be installed at the time of implementation. Recently cycle racks have been installed in inappropriate locations which place a bike in the way of a bus trying to access a bus stop. Examples are brackets mounted on kerbside parking poles and pavement mounted hoops designed for one bike but due to inadequate capacity are used by two with one of them creating a hazard at the kerbline. Will CEC ensure that any ancillary equipment is designed and installed so that it does not create a hazard for other road users?	All such street furniture will be located in accordance with current guidelines to ensure that it does not negatively impact on road safety. Each cycle rack location will be subject to its own review depending on the location. This has been noted and your comments will be taken into account in the final design

You said.....	We did.....
Pedestrians/Interaction -	
<p>There were a number of concerns relating to the interaction between cyclists and pedestrians; cyclist speed and priority are the key recurring topics.</p>	<p>Within the historic area, with many competing uses the challenge is to balance the needs of pedestrians, cyclists, vehicular traffic, buses, tram, residents and businesses. The aim of the project is to promote walking and cycling. Where pedestrians and cyclists interact the design gives priority to pedestrian through the widespread use of “informal zebra crossings” which slow cyclists down as the level of the cycle track is raised up to footpath level. The Copenhagen style junctions will also act as a speed reducing measure for cyclists. At the detailed design stage measures to limit speed will be incorporated, however more confident cyclists, who wish to travel at higher speeds, may prefer to travel on the road with general traffic; accordingly facilities to do so are being retained, e.g. advanced stop lines for cyclists.</p>
<p>The Department of Transport has recently closed a consultation on making interim changes to tactile paving guidance. It is proposed to make changes to levelled areas, such as these crossings and raised tables. You will need to take this into account as they are likely to be in place when this scheme is implemented. The link to the consultation will show what is included</p> <p>https://www.gov.uk/government/consultations/changes-to-guidance-on-the-use-of-tactile-paving-surfaces</p>	<p>The detailed form of these crossings has not yet been confirmed. The design was developed before the new Traffic Signs Regulations and General Directions (2016) was published and it was recognised that the exact form of these would require to be revisited once the regulations were published. These comments are helpful in this regard.</p>
<p>There are some places where cyclists and pedestrians are sharing the same area with no physical demarcation. This is not favourable for blind and partially sighted people as they cannot see, or see well enough, to ensure that they can keep themselves out of the way of cyclists. Cyclists cannot always guarantee that a sight impaired person will not walk into their path as bicycles are near silent vehicles and so very hard to hear even at close quarters. If a sight impaired person walks into or swings their long cane out into the route of the cyclist who may not be able to take evasive action as they might be so close, this is not good for either person. We would always advise that there is physical segregation particularly where you have cyclists at commuting speed and in busy areas</p>	<p>Within the historic area, with many competing uses, the challenge is to balance the needs of pedestrians, cyclists, vehicular traffic, buses, tram, residents and businesses. The aim of the project is to promote walking and cycling. Where pedestrians and cyclists interact the design gives priority to pedestrians through the widespread use of “informal zebra crossings” which slow cyclists down the level of the cycle track is raised up to footpath level. Although the final design is yet to be confirmed, it is anticipated to have tactile paving to aid visually impaired persons across junctions and shared spaces, i.e. to a floating bus stop. Additionally, it is anticipated there will be a slight change in elevation between the cycle track and footway to assist visually impaired persons. At the detailed design stage measures to limit speed will be incorporated.</p>

You said.....	We did.....
Congestion - <p>In areas where road space is being allocated to the cycle scheme, or public transport routes are being impacted, there is general concern about the risk of increased congestion – from a journey time, noise, and vehicle emissions perspective.</p>	<p>Extensive modelling has been undertaken to establish the effect of the proposals. It is recognised that there will be an increase in some journey times particularly out-with the main corridor, but a reduction on some routes. Part of the impact of the scheme will be to encourage modal shift to public transport or active modes. It is also anticipated some journeys may also divert to other routes, given recent closures of roads around the route.</p>
Financial/Other - <p>A large number of respondents questioned the “business case” for the cycle scheme, and whether funding for it is appropriate against the backdrop of staffing reductions and budgetary constraints at CEC – and suggested a more basic “paint on the pavement” solution should be explored, as well as better management and utilisation of existing cycle routes in the area.</p>	<p>The council is committed to increasing the proportion of its transport budget that is used for active travel schemes such as this. Also, an application is being made for government funding which is only available for cycling projects.</p> <p>There are already “paint on the pavement” solutions in place but research has shown that higher quality solutions providing segregated cycle paths significantly increases cycling activity by encouraging new, less confident and younger cyclists.</p>
1. Roseburn Area	
Top 5 Themes - <ul style="list-style-type: none"> • Congestion • Road Safety • Route • Alternative Route • Parking 	
Summary of Common Responses -	
<p>Removing temporary parking/loading facilities on Roseburn Terrace will have a detrimental effect on local businesses.</p>	<p>In response to local business concerns, initial designs for Roseburn Terrace have been modified to reintroduce off-peak loading on the north side of the street. Additionally, loading on the south side has been changed from off-peak to 24hours.</p> <p>Additionally, an Option B proposal was developed, which retains all loading/parking as is on Roseburn Terrace.</p>

You said.....	We did.....
<p>Road closure in Roseburn area is unnecessary and will increase congestion. A lot of concerns regarding congestion in the area as it is already a bottleneck. How will I access my drive as I live on Roseburn Place?</p>	<p>Access will be maintained to all premises.</p> <p>The closure of the junction of Roseburn Place and Roseburn Gardens is to stop the use of this route as a “rat-run” to avoid the Roseburn junction.</p> <p>The closure will dramatically improve the street environment for residents of both streets, improve conditions for pedestrians and is essential to deliver a sufficiently low level of traffic ensure that less confident bike users feel safe.</p> <p>The closure of Roseburn Place will mean that less traffic can pass from Roseburn Street and Russell Road towards Corstorphine Road or West Coates.</p> <p>The proposed amendment, combined with a zebra crossing of Russell Road, should enable a much more balanced flow between Roseburn St and Russell Road.</p> <p>This means there is likely to be an increase in delays on Russell Road and Roseburn Street (northbound), however evidence from recent long periods of closure of Russell Road suggests that a high proportion of traffic is able to divert to alternative routes. Any consequential reduction in traffic on Russell Road and Roseburn Street will improve conditions for local residents, for walking and cycling, and for children accessing Roseburn Primary School.</p>
<p>The department may wish to consider adding traffic lights at the Roseburn Street /Russell Road junction or not progress this proposal at all- it will have a very negative effect on local residents who rely on Roseburn Place/Roseburn Gardens to access the A8 corridor.</p>	<p>This was considered and indeed was previously implemented however it was not found to be effective. It is now proposed to have the pedestrian crossing outside Tesco.</p> <p>Following review of comments received it is proposed to change the priorities of this junction, which should make for better operation.</p> <p>The proposed amendment, combined with a zebra crossing of Russell Road, should enable a much more balanced flow between Roseburn St and Russell Road.</p> <p>This means there is likely to be an increase in delays on Russell Road and Roseburn Street (northbound), however evidence from recent long periods of closure of Russell Road suggests that a high proportion of traffic is able to divert to alternative routes. Any consequential reduction in traffic on Russell Road and Roseburn Street will improve conditions for local residents, for walking and cycling, and for children accessing Roseburn Primary School.</p>

You said.....	We did.....
Removal of the bus lane will have a negative impact on public transport. There is room to create a bus layby in the pavement area where the old Coltbridge Bridge meets Roseburn Terrace. This would allow the bus to pull off the road and ease traffic flow.	It is now proposed the bus stop be relocated west of the bridge in the bus lane so stopping buses will not reduce the road capacity for general traffic. This also removes cycle/pedestrian interaction and improves the sightline west for vehicles exiting Roseburn Cliff.
Many older people, because of reduced mobility, prefer a staggered crossing to crossing the road in one go. Removal of island crossing will affect elderly residents of Roseburn greatly.	Adequate time will be provided to cross the road, which following our design review will now be narrower than at present (3 lanes, instead of 4). Additionally, the signal timings for 'Green man' will be increased to take account of 'single-stage' road crossing.
Would you therefore please take on board our verbal comments of concern regarding safe loading and unloading facilities for our member's drivers and vehicles on the cycle route, in particular in the Roseburn vicinity	Yes, it is intended that there will be a programme of cyclists / pedestrian / driver education and information associated with the new route. Additionally, this will be considered further at the detailed design stage.
Serious loss of amenity to local businesses in Roseburn Terrace coupled with a loss of off peak parking threatening the viability of some of these small businesses.	Although we feel there may actually be a neutral or beneficial impact of the scheme on local trade, we acknowledge that there are concerns over the removal of parking and the impact on local trade, particularly at Roseburn and Haymarket. We have therefore put forward alternative proposals which we feel address some of the concerns raised. We are currently consulting with local businesses/shops over these proposals to further understand the needs and requirements of local business and identify solutions. These will be considered at the detailed design stage.
Proposal lacks any bicycle controlled crossing at Roseburn St.	This has been addressed by introducing a dual zebra crossing of Roseburn Street at Roseburn Place.
Why is the alternative route around the back of Roseburn and Balbirnie Place not being used?	<p>An option has now been developed (Option B) to use Roseburn Place and Roseburn Street instead of Roseburn Terrace. This is being considered along with an amended design for Roseburn Terrace. (Option A)</p> <p>One of the main reasons the Roseburn Terrace route is being promoted is due to the indirectness of the existing Balbirnie Place route. Furthermore the route emerges at Haymarket Yards where there is conflict with trams tracks This has been highlighted as a safety risk, especially for less confident cyclists.</p>
What do cyclists do if they want to turn left from Roseburn Street onto Roseburn Terrace, perhaps to access Murrayfield Avenue without making a difficult right turn off the main road at Coltbridge?	Murrayfield Avenue can be accessed from Roseburn Street via Roseburn Place and Roseburn Gardens. Within Option A, the cycle path is on the north side of Roseburn Terrace; alternatively, it could be joined by crossing Roseburn Terrace when emerging from Roseburn Street (traffic signals). The cycle path then takes a direct route over the Old Coltbridge, leading to Murrayfield Avenue via Murrayfield Place.

You said.....	We did.....
2. West Coates	
Top 5 Themes - <ul style="list-style-type: none"> • Congestion • Road Safety • Route • Alternative Route • Segregated Design 	
Summary of Common Responses -	
It is unfortunate that Council do not accept the need for the proposed segregated cycle lane to continue all the way along West Maitland Street / Atholl & Coates Crescents / Shandwick Place and Princes Street.	This was studied in some depth during the planning stage The main challenge of this route was the Haymarket junction, West Maitland Street and Atholl Place areas, where the presence of the tram tracks made it practically impossible to create a safe segregated route and maintain bus and tram operation.
It would seem far more sensible to utilise the quiet spacious roads around Wester Coates Avenue and Gardens and connect a cycle route through the CALA Homes development at Donaldson's to Magdala.	This has been explored however there is no route from the CALA Homes development onto Magdala Crescent as the gardens on the west side of Magdala Crescent belong, in common, to the owners of the properties on the east side of the crescent.
The provision of bus lanes is part of City of Edinburgh Council's policy to encourage use of public transport. The westbound bus lane from West Coates to the start of the left turn lane to Roseburn Street reduces bus journey time by allowing buses to get past the traffic queue. The loss of this facility will increase journey times for buses and taxis; has this been quantified?	Extensive modelling has been undertaken to establish the effect of the proposals. It is recognised that there will be a slight increase in some journey times, but also a decrease in other. There is not any significant delay anticipated westbound on West Coates. The width of the cycle track has been locally narrowed to enable widening of the westbound carriageway. This will enable most vehicle to pass stationary buses.
Do not understand the need when the current system is taking them along Balbirnie Place. Object to the removal of traffic islands/bus lanes (which incidentally are for cyclists).	One of the main reasons the Roseburn Terrace route is being promoted is due to the indirectness of the existing Balbirnie Place route. Furthermore the route emerges at Haymarket Yards where there is conflict with trams tracks This has been highlighted as a safety risk, especially for less confident cyclists. The revised proposals include two informal crossing points with refuges.
Does the deviation of the cycle path as it crosses Wester Coates Terrace, Wester Coates Road and Magdala Crescent have to be so sharp?	This will be reviewed and revised at detail design stage to optimise the various factors such as segregation and inter-visibility (between cyclists, pedestrians and vehicles).

You said.....	We did.....
<p>Only one of the three bus stops on the south side of West Coates is shown. Removing 2 of these is providing a totally inadequate public transport service for residents. I also worry that the bus journey times will increase due to the proposed removal of two traffic lanes and this will slow the flow of traffic enormously.</p>	<p>The drawings actually show 2 being retained, but based on feedback it is now proposed to retain all 3.</p> <p>The design for West Coates has been amended to widen the westbound traffic lane and locally reduce the width of the 2-way cycleway.</p> <p>This widening will allow most vehicles to pass stationary buses, will allow overnight loading and will keep the bus stop that was previously proposed for removal.</p>
<p>Ideally – instead of 2-way one side, Hybrid Cycle tracks (1-way 2 sides) should be installed along the length of Roseburn Terrace, West Coates and Haymarket Terrace while further narrowing the carriageway would be better for pedestrians.</p>	<p>Due to West Coates being an important bus route we cannot narrow the carriageway further. (See ‘Segregated Design’ in general comments above) This and the need to provide at least evening / overnight access to the fronting properties is why we have not been able to adopt 2 x 1-way cycle tracks as you suggest.</p>
<p>To remove the central reservations in West Coates will make it dangerous for pedestrians to cross this busy main route, especially for residents from the retirement housing in Sutherland Street.</p>	<p>There are currently two split pelican crossings and a pedestrian refuge on West Coates. The two pelican crossings will be maintained but with the removal of their central refuges.</p> <p>Although this will make crossing the street take a little longer, the carriageway width will be decreased due to the cycle lane. The signal timings for ‘Green man’ will be increased to take account of ‘single-stage’ road crossings. This arrangement also removes the need for pedestrians to wait on the central island for the second crossing to give them a green man stage.</p> <p>A pedestrian refuge providing an uncontrolled crossing will be retained to the east of Stanhope Street.</p>
<p>There is a Copenhagen style junction proposed for Balbirnie Place and a gap to allow cyclists to get access to or exit from the protected cycle lane. A similar design solution has been adopted for the junction with Stanhope St. However, in both cases, there is no protection for cyclists having to cross the main road. At Stanhope Street the clear straight-across route is partially obstructed by parking opposite. Is there a case for a controlled crossing at, at least, one of these junctions?</p>	<p>There is a controlled crossing located between these two streets. Due to the reduction in carriageway width it is no longer required to be a staggered crossing and increased red times will likely result in increased gaps in the traffic flows. Also, as these are entrances/exits for motor vehicles travelling in both directions, it is unsuitable to put formal/informal crossing points at these locations. A number of informal crossing points with refuge islands have been included in the revised proposals and there is no parking partially obstructing the crossing at Stanhope Street.</p>

You said.....	We did.....
Concerns over removal of parking in the area on local businesses and hotels.	The design for West Coates has been amended to locally widen the westbound traffic lane and reduce the width of the 2-way cycleway. This will enable overnight loading. Further consultation with business/hotels in the West Coates area has taken place to gain further understanding of the needs and requirements of local businesses. Feedback will be considered at detail design stage.
This proposal seems to narrow the road to two lanes from the present four at peak times which is of concern. Also, the operation of bus stops on the north side of the street would seem to create similar conflict to that at Roseburn Terrace	The proposal retains an eastbound bus lane with bus stops within the lane, therefore retaining three lanes. The westbound lane has been locally widened to enable most vehicles to pass stationary buses. There is only one bus stop on the north side of West Coates and at the detailed design stage we will look at the best ways to make them work for all users, including where possible providing good visibility to make it very easy for pedestrians to see cyclists and vice versa. There are many benefits of bus stop bypasses. The main advantage of these layouts is that buses do not have to overtake cycles between stops, and people cycling do not have to negotiate out and around stopped buses. In other words, there is no conflict between bus and cycle traffic.
3. Haymarket Area	
Top 5 Themes – <ul style="list-style-type: none"> • Route • Road safety • Congestion • Segregated design • Interaction 	
Summary of Common Responses -	
The cycle route from the end of West Coates to Charlotte Square is circuitous and slow and will not be used by cyclists for these reasons. It fails the A to B test needed to encourage cycling over other transport modes. Regardless of what road is used as the primary E-W route, the means to getting there MUST BE AS DIRECT AS POSSIBLE. This means it should be along Haymarket Terrace-West Maitland St-Atholl Place-Shandwick Place. There is space, with some rejigging of the existing environment (and cyclists or other traffic could be diverted round Coates Cres).	A route passing through the Haymarket junction and along West Maitland Street and Atholl Place and Shandwick Place was explored. The presence of the tram made it practically impossible to create a safe segregated route whilst maintaining bus and tram operation.
This area is chaotic already with the railway station traffic, the tram stop, the taxi rank, the local businesses and the passing traffic. It makes no sense to use Haymarket Terrace in this way - get cycle paths away from the rest of the traffic, not in amongst it. The tram rails make this route very dangerous for cyclists. Although I have never come off here; I know many good cyclists who have. If you are skimmed, threatened, bullied or actually nudged by a car, van or bus (First) then it is natural to want to move aside or wider into the other lane. The rails do not allow this at a shallow angle and I	The cycle route does not run on the section of Haymarket Terrace with tram tracks, but turns up Roseberry Crescent to avoid them. We explored leaving Haymarket Terrace further west, at Magdala Crescent or Coates Gardens, but these routes were seen to be too indirect and unattractive. The Council has considered routing the cycle track from West Coates along Magdala Crescent. The principle reasons for adopting the Rosebury Crescent route in preference were as follows:

You said.....	We did.....
consider it's only a matter of time before there is a fatality.	<ul style="list-style-type: none"> • Routing via the Eglinton Crescent/Palmerston Place/Chester St junction involves significant extra journey time on the cycle route due to delays at traffic lights; • Traffic modelling of the above junction with a segregated cycleway incorporated indicated substantial additional delays for motorised traffic; • The Rosebury Crescent route is flatter. • The Magdala Crescent route does not deliver improvements to the street environment and for pedestrians along Haymarket Terrace. <p>The currently proposed route offers significantly better cycle access to Haymarket station</p>
This section is a major hazard that needs a serious rethink. I've been off my bike twice with tram tracks and traffic in this area	<p>The scheme will remove the need for cyclists to cycle along the tram tracks at both Haymarket Yards and through the Haymarket junction (although these routes will remain for those who wish to use them).</p> <p>Access to Haymarket Station will be by a crossing the tracks at right angles. Cyclists are routed to/from the station via an improved/widened Toucan crossing of Haymarket Terrace and then across the tram tracks at 90° (the safest crossing angle) to access the station entrance.</p> <p>Another project is currently under design that aims to improve the crossing of the tram tracks for westbound cyclists approaching Haymarket from Morrison Street.</p>
Think the main area to address remains the tram line crossing heading west where you are currently forced left to then turn sharply right into oncoming traffic. Serious accident waiting to happen.	<p>Another separate project is currently under design that aims to improve the crossing of the tram tracks for westbound cyclists approaching Haymarket from Morrison Street.</p>
There is insufficient space in this area for loading bays	<p>Additional loading bays are proposed on the side streets to the north side of Haymarket Terrace to compensate for the loss of facilities. Revised proposals include a 40m loading bay on the south side of Haymarket Terrace opposite Coates Gardens.</p>
We cannot support the alternative route along Haymarket Yards which has been	<p>We are currently working in conjunction with local businesses and shops at Roseburn</p>

You said.....	We did.....
<p>proposed by opponents of the scheme. We believe that opposition to the scheme based on the potential dangers to local businesses is misplaced. While it is understandable that local shop owners may fear that losing parking and loading space may result in loss of revenue, numerous studies have shown that replacing car parking spaces with cycle spaces has had little or no adverse impacts on local businesses. In some cases, such changes have even helped businesses to thrive, as people on bikes can stop more easily and tend to make more frequent visits than if they were driving</p>	<p>and Haymarket to identify their needs and requirements and aim to address their concerns at detail design stage.</p>
<p>Magdala Crescent to Melville Street section: cyclists could use Magdala Crescent, Eglinton Crescent and then either Palmerston Place into Chester Street or extending northwards the proposed 2-way cycle path to past the cathedral. The advantage of this route is that it completely avoids the very busy Haymarket junction, allowing for a more flexible solution to car/bus/taxi problem that currently exists there.</p>	<p>The Council has considered routing the cycle track from West Coates along Magdala Crescent. The principle reasons for adopting the Rosebury Crescent route in preference were as follows:</p> <ul style="list-style-type: none"> • Routing via the Eglinton Crescent/Palmerston Place/Chester St junction involves significant extra journey time on the cycle route due to delays at traffic lights; • Traffic modelling of the above junction with a segregated cycleway incorporated indicated substantial additional delays for motorised traffic; • The Rosebury Crescent route is flatter. • The Magdala Crescent route does not deliver improvements to the street environment and for pedestrians along Haymarket Terrace. <p>The currently proposed route offers significantly better cycle access to Haymarket station</p>
<p>The two way cycle lane comes to a sudden end into a taxi rank! If the route is going up Rosebury Crescent then why does the cycle lane extend past this? Also how can you have one-way traffic with 2 way cycling?</p>	<p>The cycle track extends east of Rosebury Crescent to an improved Toucan crossing to connect to the station. This also allows those who want to continue on road to do so. The layout of Rosebury Crescent has been revised to create a southbound one-way street with a segregated one-way cycle track northbound.</p>
<p>This whole area needs rethought for buses, cyclists and cars. Focussing on just the cyclists seems a missed opportunity.</p>	<p>Discussions within the Council and with bus and tram operators to identify the best possible package of improvements in what is recognised to be a busy area.</p>
<p>Between the widened crossing east of Rosebury Crescent and the Bus Stop Clearway markings further east there are no parking restrictions shown. In other locations in Edinburgh where this has happened recently, car drivers have taken the opportunity</p>	<p>This has been noted and your comments will be taken into account in the detail design stage.</p>

You said.....	We did.....
to park in this space restricting access to the bus stop and impeding general traffic flows. Is this an oversight?	
Relocation of the existing taxi ranks is unacceptable. The public need close access to taxis from the station. Passengers are currently able to be dropped off at the door of Haymarket Station. To have them exit the station with no visibly available taxis close by is deeply unfair on passengers with luggage, wheelchair users, parents with small children, the elderly, the disabled. The list goes on and on. How does the council propose THESE people are catered for? It must be remembered that this is a major transport hub, and as inconvenient as it may be for the Council to factor, Taxis MUST be a prominent feature in any new road layouts outside a major transport hub.	<p>In order to mitigate the impact of moving the rank, it is proposed to introduce new pedestrian signs to direct passengers to its new location.</p> <p>People with mobility difficulties can use the taxi pick-up/drop-off area immediately in front of the east entrance to the station and discussions are underway with the ScotRail Alliance with a view to introducing clear information for passengers about the use of this facility to guide people to the crossing points.</p> <p>The Edinburgh Access Panel has been consulted on the issue and although it was slightly further in distance to the head of the rank, the fact that only one road had to be crossed rather than two was favourable.</p>
4. West End Area	
Top 5 Themes - <ul style="list-style-type: none"> • Route • Alternative Route • Desire Lines • Road Safety • Surfacing • 	
Summary of Common Responses -	
Palmerston Place/Manor Place: Coming from the west, your design has cyclists turning across a busy left turn, then crossing a busy road. In my opinion, it would be better to make the crossing, then the turning. That way, cyclists only need cross busy traffic once. I would make the Palmerston Place junction a standard 'T' junction traffic light.	Various options have been examined for the route between Grosvenor Crescent and Manor Place. The crossing of Grosvenor Crescent has been pulled back from the corner and a new style zebra / cycle crossing provided. The whole junction is raised to footpath level to slow traffic down. A Toucan crossing is provided to access Bishops Walk. The option of crossing Palmerston Place and having the cycle route on the east side is not feasible as access is required to front of the cathedral for weddings, funerals, etc.
My preference would have been for the route to continue direct from Haymarket Terrace rather than diverting onto Rosebury Crescent, Grosvenor and Lansdowne Crescents and Palmerston Place. Particularly as Palmerston Place includes advisory cycle lanes rather than a segregated path which cannot/should not be obstructed by	<p>A route passing through the Haymarket junction and along West Maitland Street and Atholl Place and Shandwick Place was explored.</p> <p>The presence of the tram made it practically impossible to create a safe segregated route whilst maintaining bus and tram operations.</p>

You said.....	We did.....
parked vehicles.	In Palmerston Place there will be a segregated two-way route on the west side between Grosvenor Crescent and Bishops Walk. The advisory route is provided for cyclists travelling the length of Palmerston Place.
Suggest this could be sorted by making Grosvenor Crescent and Lansdowne Crescent one way and putting a segregated cycle lane between the pavement and the parked cars all the way round. This way, no parking would be lost and vulnerable users will be protected.	This is an excellent idea however the width of the crescents is insufficient to work in practice; there would be insufficient space between the two rows of parked vehicles.
Along these roads there are already problems with insufficient resident parking facilities as well as insufficient communal bin provision. Routing the cycle lane through these residential streets is going to make matters worse.	<p>The cycle route proposals will not reduce the overall amount of parking or communal bin provision in the streets concerned.</p> <p>The current parking review aims to introduce more shared parking spaces which will improve the flexibility of the parking controls.</p>
The proposed contra flow cycle lane on Coates Crescent looks potentially dangerous for cyclists, given the narrowness of the road and that the car parking is on the south side. If the parking was on the north side it would avoid parking manoeuvres across the line of contra-flowing cyclists. It is also not clear how cyclists will cross Shandwick Place safely on a good alignment with the Canning Street whilst recognising that a lot of Coates Crescent traffic turns into Atholl Crescent. Note that there is also a cycling desire-line from Canning Street to Stafford Street that could be considered as part of this design process	Given that cyclists travel both ways on this street, we feel relocating the parking on the north side would create a similar issue regarding parking manoeuvres, particularly as cyclists travelling eastbound will likely be on the north side of Coates Crescent. Having the parking in the proposed position means that cyclists and car drivers are facing each other and therefore aware of each other, particularly when travelling westbound. Your comment has been noted and will be reviewed part of the detailed design.
I am very surprised that there is a plan to route cycle traffic along Bishops Walk. This is a private footpath and a private access road to the private parking and gardens behind houses at Palmerston Place and Manor Place. The footpath is owned by the Cathedral and is a pedestrian right of way only.	<p>The Council has been in talks with Cathedral representatives and there is a mutual agreement to use and improve the path to enable pedestrian and cycle use. It will remain in Cathedral ownership but the Council will assume the maintenance obligation.</p> <p>Proposals have been discussed with Cathedral representatives to route the cycle path via Bishop's Walk from Palmerston Place & Manor Place</p> <p>This would include removal of a short 2-3m section of existing wall on Palmerston Place (Leaving in place the Pillar as a separation between footway and cycleway).</p> <p>It is proposed to resurface the full footway, replace edging kerbs and clear and tidy the verge.</p>
All possible locations for a taxi stance have been explored and on police and other safety advice, the current location was selected and there is no other reasonable, safe alternative. Using Rosebury Crescent is not compatible with the taxi rank's location.	<p>Rosebury Crescent was only used as a taxi stance during the tram works.</p> <p>The proposed relocation of the Haymarket Station taxi rank is essential to allow construction of the protected cycleway on Haymarket Terrace. This in turn is essential</p>

You said.....	We did.....
	<p>in order to deliver a reasonably direct route to the city centre.</p> <p>In order to mitigate the impact of moving the rank, it is proposed to introduce new pedestrian signs to direct passengers to its new location.</p> <p>People with mobility difficulties can use the taxi pick-up/drop-off area immediately in front of the east entrance to the station and discussions are underway with the ScotRail Alliance with a view to introducing clear information for passengers about the use of this facility.</p>
5. Manor Place, Melville Street, Randolph Place and Randolph Lane	
<p>Top 5 Themes –</p> <ul style="list-style-type: none"> • Route • Surfacing • Road safety • Segregated design • Desire lines 	
Summary of Common Responses -	
<p>On Manor PI there appears to be a segregated cycleway that just starts/ends on the pavement we assume then that cyclists will go on the pavement and turn into and out of Bishop Way East at the 2way cycle with private access. Is there a rationale for this disjointed design?</p>	<p>Noted; this area will be designed as a shared space and will require close attention to detail in the final design.</p>
<p>Strongly support what is being proposed be built but also suggest protected facilities be invested in on Shandwick Place. It may seem like a weirdly long detour, but I would suggest that continuing an on-road, 2-way segregated cycle lane round the Hope St / Queensferry St dog-leg would prove much more popular than a shared space cut through down the side of the church.</p>	<p>Shandwick Place was investigated however deemed impractical due to the competing needs of the available space. Queensferry Street and Hope Street carry high volumes of buses and Queensferry Street in particular has very busy bus stops. Accordingly this has been judged not suitable as a route for a segregated cycle way. It is proposed to take forward the connection from Charlotte Square to Lothian Road as a separate project.</p>
<p>Melville Street through Randolph Lane and beyond needs a major overhaul as it's not clear where the paths is meant to go and where it goes it often blocked with cars or raised kerbs. Restrictions on parking and dropped kerbs along with clear signage should remedy this. Melville street is fine but needs less abrupt turns and consider giving priority to bikes on junctions.</p>	<p>This is recognised and the whole area is subject to further design to include the public realm space and facilities for cyclists and pedestrians.</p>

You said.....	We did.....
<p>It is unclear whether the routes on both sides of West Register House through to Charlotte Square will be shared cycle/pedestrian. We suggest some speed reducing measures for bikes on whichever routes are intended to be open to cyclists</p>	<p>The north passageway is the designated national cycle route. This will be clearly signed and measures incorporated throughout the Randolph Place area to limit cycle speeds.</p>
<p>We would welcome details of the “advanced cycle crossing facilities” proposed here. For example, will they ensure that cyclists crossing over this junction have priority over cars turning into Queensferry Street or Drumsheugh Place?</p>	<p>Formal crossings will be incorporated into the design of this junction. A revised design will include a formal crossing for cyclists and pedestrians from Melville Street to Randolph Place. Details of the specific signals have not yet been finalised. This whole area is under design review and will significantly upgrade the route and surrounding area.</p>
<p>I like the proposal to resurface Randolph Place. I often use this street when cycling between Queensferry Street and Charlotte Square, and I find the present cobbles very difficult. I realise that cobbled streets are part of the historic street scene in this part of Edinburgh, and I would understand any reluctance to get rid of them, but this particular street is such an important part of the cycling network that I think an exception should be made.</p>	<p>An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists. It is proposed to lift the cobbles, cut them in half and for them to be re-laid providing a smooth cycling surface or purchase an innovative product.</p>
<p>The proposal to remove the cobbles in Randolph Place is ridiculous. These are part of the area's heritage and they complement the existing buildings. Cyclists can suffer a little discomfort surely. Removing the cobbles will encourage more cyclists to use this as a "rat run" including cycling past West Register House on what is clearly a pedestrian pavement.</p>	<p>The aim is to create a space that can be shared by all users. It is recognised that the cobbles are an important part of the area's heritage. An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists. It is proposed either purchase an innovative product or to lift the cobbles, cut them in half and for them to be re-laid providing a smooth cycling surface. Randolph Place and the passageway on the north side of West Register House already form part of NCN01, this proposal will provide a significant upgrade of the route. Pedestrians will be directed to and encouraged to use the passageway to the south of West Register House.</p>
<p>Object that cyclists are being pushed to either side of West Register House which is currently pedestrian only as it is a pavement. Assume adequate signage will be available to tell cyclists to dismount and be policed.</p>	<p>Randolph Place and the passageway on the north side of West Register House already form part of NCN01, this proposal will provide a significant upgrade of the route. Pedestrians will be directed to and encouraged to use the passageway to the south of West Register House.</p>

You said.....	We did.....
<p>The proposed route around Charlotte Square is unclear. What crossing facilities will be provided on the western side and what is a “subtle delineated cycleway”? More detail on the proposed cycle crossing facilities on the eastern side of the Square into both George Street and Rose Street would also be helpful.</p>	<p>The cycle route will tie in with a public realm scheme and amendments include a new pedestrian/cycle zone around the central gardens area. There are aspirations to undertake major public realm enhancements but these are dependent on private sector funding.</p> <p>Accordingly, an interim solution is proposed which aligns with future aspirations. This includes a significant reduction of on street parking within the square as already approved by the Council. The type of crossings on the western and eastern sides is subject to further review. This will be undertaken at detailed design stage.</p>
<p>As a regular user, the junction of Melville Street, Queensferry Street and Randolph Place is already dangerous due to the lack of a formal crossing on Randolph Place as many pedestrians do not consider traffic entering or existing Randolph Place. The introduction of a stream of cyclists across this junction will further increase this. However if a formal pelican crossing was put in place, similar to the other three crossings at this junction, the risk would be reduced. It does concern me that the proposals (including any link via Hope Street) will result in more cyclists using the footpaths between Randolph Place and Charlotte Square as cut through when a large number of pedestrians use these routes.</p>	<p>Formal crossings will be incorporated into the design of this junction. A revised design will include a formal crossing for cyclists and pedestrians from Melville Street to Randolph Place.</p> <p>In addition, a crossing will be provided for pedestrians to cross Randolph Place.</p> <p>Randolph Place and the passageway on the north side of West Register House already form part of NCN01, this proposal will provide a significant upgrade of the route. Pedestrians will be directed to and encouraged to use the passageway to the south of West Register House.</p> <p>.</p>
6. Walker St to Rutland Square	
<p>Top 5 Themes -</p> <ul style="list-style-type: none"> • Route • Desire Lines • Road Safety • Surfacing • Crossings 	
<p>Summary of Common Responses -</p> <p>Shandwick Place will be very difficult to cross for inexperienced cyclists - there are 4 lanes of traffic in total that must be crossed in one movement. It would be preferable to have fully segregated lanes following Shandwick Place as the more direct and attractive route.</p>	<p>This stretch of Shandwick Place is now much quieter since the introduction of trams as only buses and trams can access this section. Cyclists can cross the tram tracks at 90° (the safest crossing angle) to access Canning Street/Walker Street. If required, there is a space for cyclists to wait between the tram tracks.</p>

You said.....	We did.....
Ideally the route should have continued along West Maitland Street/Shandwick Place to the West End, this would remove the need to wiggle around the cathedral.	A route passing through the Haymarket junction and along West Maitland Street and Atholl Place and Shandwick Place was explored. The presence of the tram made it practically impossible to create a safe segregated route whilst maintaining bus and tram operation.
Taxi rank at Canning Sq. and Shandwick place may be a source of conflict - would it be possible to move the rank further back from Shandwick place?	It is not clear if this taxi rank is still in use. This will be investigated. If it is now redundant, this source of conflict will be removed. If it is still in used, relocation will be investigated.
Please make sure cycle paths aren't on cobbled streets, or are surfaced smoothly if they are. Cycling on cobbles is incredibly uncomfortable and less safe.	<p>An innovative solution will be incorporated to retain the aesthetic quality of the cobbles while ensuring a smooth surface for cyclists.</p> <p>It is proposed to lift the cobbles, cut them in half and for them to be re-laid providing a smooth cycling surface or lay an innovative product.</p> <p>Additionally, new smooth faced stone paving could be provided on the footway.</p>
7. Charlotte Square	
Top 5 Themes – <ul style="list-style-type: none"> • Route • Road safety • Segregated design • Congestion • Junctions 	
Summary of Common Responses -	
The proposals are "bitty" here and I'm not wholly convinced by them.	<p>The cycle route will tie in with a public realm scheme and amendments include a new pedestrian/cycle zone around the central gardens area.</p> <p>There are aspirations to undertake major public realm enhancements but these are dependent on private sector funding.</p>

You said.....	We did.....
	Accordingly, an interim solution is proposed which aligns with future aspirations. This includes a significant reduction of on street parking within the square as already approved by the Council.
In isolation these are acceptable, but only as feeder routes to a dedicated link through to Shandwick Place. This is not an east-west route but a series of links created in the pretence they are an east-west route.	This will be a clearly signed route designated NCN01, which will form a continuous route between the east and the west. A cycle track along Shandwick Place was investigated however deemed impractical due to the competing needs of the available space.
Unclear how the link to Lothian Road would look like. Also unclear how the routing through Charlotte Square would look: around the square or through the green space in the middle of the square? The latter would be preferable.	<p>The cycle route will tie in with a public realm scheme and amendments include a new pedestrian/cycle zone around the central gardens area. There are aspirations to undertake major public realm enhancements but these are dependent on private sector funding.</p> <p>Accordingly, an interim solution is proposed which aligns with future aspirations. This includes a significant reduction of on street parking within the square as already approved by the Council. The link to Lothian Road is subject to a separate proposed project.</p>
The Lothian Road/Princes Street interchange is currently very dangerous for cyclists, both in its design, poor integration of the tram system (including in particular open tea, tracks) and as a consequence of the very heavy traffic resulting for all inbound traffic from the west being forced or encouraged onto the Western Approach. A truly cycle friendly approach would see physically segregated cycle lanes used across central Edinburgh (north to south and east to west), rather than next to useless advisory cycle lanes or compulsory painted lanes which are not much better.	It is recognised that this Lothian Road / Princes Street junction does not afford adequate facilities for cyclists. The provision of a north-south route via Lothian Road is being investigated. It is proposed to take forward the connection from Charlotte Square as a separate project.
This area is one of the most terrifying areas to cycle in Edinburgh. Separating bikes from cars and trams and buses here is essential, but I haven't seen enough detail on how it is going to work at the junction between Caledonian hotel and Frasers. Suggest a dedicated bike crossing parallel to the pedestrian crossing, but slightly to the west allowing access directly to Charlotte square.	It is recognised that this Lothian Road / Princes Street junction does not afford adequate facilities for cyclists. The provision of a north-south route via Lothian Road is being investigated. It is proposed to take forward the connection from Charlotte Square as a separate project.
One of the issues here however, is that buses turning down Queensferry street often back up and block the crossings and junctions.	This is acknowledged and the potential to better manage the bus flows will be investigated through the separate project.

You said.....	We did.....
To make this area work, the phasing of lights needs more work, or perhaps the bus stops on Queensferry street need to be moved further away from Shandwick place, otherwise bikes will end up being just as much at risk as they are now.	As above, this is acknowledged and the potential to better manage the bus flows will be investigated through the separate study.
Anything which interferes with the already overloaded Lothian Road is a bad idea. Make the city easier to get around for the overwhelming majority who use cars or buses!	This project does not impact on Lothian Road.
8. St Andrew Square to Picardy Place via York Place	
Top 5 Themes - <ul style="list-style-type: none"> • Route • Road Safety • Crossings • Segregated Design • Congestion 	
Summary of Common Responses -	
The two stage crossing of Elder Street will not be at all attractive to most cyclists. They ought to be able to cross in a single stage. How will bikes and pedestrians fit onto the island in the middle? What if it is full? How will bikes with trailers manage?	Initial designs provided for a straight across movement over Elder Street, however the developers of the St James Centre brought forward a traffic assessment which required extra capacity (road space and signal time) for traffic to and from the new car park. The current design is recognised to be a compromise.
This section (York Place) will make an already congested area even more congested. It would definitely make it an easier section to cycle but to the detriment of other road users. Is there an alternative?	The current proposals have minimal effect on the capacity for motorised traffic movement on York Place. Extension of the tram may allow changes to be made. Ongoing discussions with the St James Centre developers and tram operators are required to optimise the layout.
The turn right onto York Place is narrow - going downhill a wide turn is needed, otherwise you will need to get off the bike.	This is a relatively busy corner with pedestrians waiting to cross North St David Street. The design here will be reviewed further with at detail design stage.
The angle of the tram lines at the point the cycle lane crossing it seems too shallow. Cyclists will need to turn towards oncoming cyclists in order to make the angle safer, potentially causing a less experienced oncoming cyclist to take evading action and cross at an even shallower angle.	The exact angle of the route across the tram tracks depends on a number of factors (particularly the level and width of footways) which will be reviewed at detail design stage to optimise the layout.
How does this cope with the St James development?	The design has been prepared take account of the needs of the St James development which are recognised by the Council.
On Elder Street there are two northbound lanes shown with lane two shown for	Noted and agreed; This will be reviewed and corrected at the detailed design stage.

You said.....	We did.....
<p>turning both left and right. Can it be assumed that this will be corrected when the design associated with the St James development is agreed?</p>	
<p>My concern is the bidirectional bike path on St David Street (north and south). The slope will allow bicycles to pick up speed and gives the risk of head on collisions or clipping with other people on bikes. A uni-directional bike path on St David Street would be much safer.</p>	<p>St David Street forms an important north – south link between Princes Street and Queen Street, via George Street. There is insufficient width to provide uni-directional cycle lanes, maintain traffic capacity and provide safe pedestrian crossing opportunities. Your comments have been noted and the detailed design will seek to reduce such risks.</p>

Appendix B. The Roseburn Vision- Proposed changes

ROSEBURN VISION - CHANGES PROPOSED	COUNCIL CONSIDERATION
1. Bollards at Roseburn Park entrance to prevent parking and obstruction of passage. Also to indicate traffic danger to kids with new play park in mind.	As we are currently at preliminary design stage, the detailed design of junctions is not yet finalised. It is proposed to include measures to prevent vehicles blocking entrance/exit points. One reason for the road closures and prevention of the rat-run is to remove the danger of motor vehicles on these residential streets, making them safer for residents, including children .
2. Roseburn Place: One-way traffic down Roseburn Place to prevent rat-running from Roseburn Street. No street closures.	<p>The Council also wishes to prevent the rat-run in the area to improve the space for residents, pedestrians and cyclists using these streets.</p> <p>A one-way option as proposed in the Roseburn Vision has been considered. However, this would leave open the potential for an alternative (although longer) rat-run via Roseburn Ave past Roseburn Primary School.</p>
3. Cyclists able to travel in opposite direction from Roseburn Street along Roseburn Place via cyclist's lane.	The Council proposals enable two-way cycling along Roseburn Place with new improved crossing facility for cyclists and pedestrians on Roseburn Street.
4. Roseburn Street: signalised crossing to help cyclists cross from Roseburn Place to existing cycle path on pavement of far side of Roseburn Street.	The Councils proposals will introduce a new 'zebra' type pedestrian and cyclist crossing in the same location, which will give priority to pedestrians/cyclists without the need for a signalled junction.
5. Retain existing cycle path on pavement; continue it along to a new Zebra crossing to allow cyclists to cross Russell Road at point where far pavement widens. Make pavement cyclist-only on this ex-tended section.	<p>Making the pavement concerned cyclists only is not supported as it fails to cater for pedestrians using connecting sections of footway.</p> <p>The Council is currently undertaking a feasibility study on proposals for a connection on this route south from Roseburn towards Murieston. Any proposals arising from this study will provide for both pedestrians and cyclists. Both Option A and Option B of the Council's current proposals include a 'zebra' type crossing of Russell Rd for cyclists and pedestrians, but much closer to the junction with Roseburn St than envisaged in the 'Roseburn Vision' suggestion.</p>
6. The traffic stop line to be re-sited to line that abuts pub boundary and housing, with a filter to allow traffic right onto Roseburn Street (as it did before the Maltings was constructed) These signals to be synchronised with Roseburn Terrace lights.	The Council proposes layout changes to this junction to improve access for right-turning vehicles. Introduction of yellow box markings should facilitate the right turn into Roseburn St. Consideration was given to signalling the Roseburn Street/Russell Rd junction early in the design process, but this option would add to the complexity of the Roseburn St/Roseburn Terrace junction and as such is likely to significantly increase overall levels of delay.

(Points 7 & 8 appear to be absent)	
9. Additional traffic signals on Russell Road (to allow drivers to filter right to A8).	See response to point 6. In addition, the Council propose altering the priority of the Russell Rd/Roseburn St junction to enable easier access from Russell Road to the A8. It will be significantly easier for left turning vehicles from Roseburn St to merge into Russell Road, than the current right turn from Russell Rd.
10. Traffic signal with right filter for traffic from Russell Road to get to A8 (since Roseburn Place rat-run will no longer be available).	See above.
11.1 Green man crossing at Roseburn Terrace outside Roseburn Bar 11.2 Russell Road: Cyclists to use half the wide pavement to get to ramp leading towards Craighleith/Granton cycle path and NCR1, thus dodging the HGVs and bin lorries.	11.1 The Council investigated a formal pedestrian crossing of Roseburn Terrace outside the Roseburn Bar. However this would require a new ‘all red’ stage in the traffic lights, which traffic modelling indicated would add substantially to overall delays at the junction. A new pedestrian crossing of Roseburn Terrace east of Roseburn St can operate at the same time as right-turning traffic from Roseburn Terrace (W) to Roseburn St, resulting in a much smaller impact on junction delays. 11.2 It is likely that the Council’s current feasibility study of a cycle route link between Roseburn and Murieston will use the wide pavement referred to, which was originally constructed to facilitate future conversion to pedestrian/cycle use.
12. Signage for Haymarket and NCR1 (Improved signage will help cyclists see route to Haymarket)	Regarding points 12 and 13, the Council proposals will make the cycle route much more obvious and direct. However, we agree that signage is an important component of effective cycle networks. With this in mind the Council has an ongoing programme to upgrade cycle route signage across the city, and the West to East Link would be well signed.
13. Signage for Haymarket and NCR1 through Balbirnie	
(Points 14, 15 & 16 appear to be absent)	
17. Cycle lanes on Devon Place. This is a cobbled street, but there is no other route to West Coates from NCR1. The lanes could be outlined, rather than a solid block of paint, which would possibly wear quickly	Re points 17-20. The proposed route is very indirect (more than 50% longer than the Council’s currently proposed route). As such it is considered very unlikely to be attractive to either existing or potential users. In order for a cycle track to cross the private land by the Inland Revenue, the Council would have to enter discussions with the land owner for a way leave or subsequently complete a compulsory purchase order (CPO). Regarding CPO, the Council would need to demonstrate that there is no other suitable alternative route, which is not the case here.
18. New route to create access to Devon Place and Magdala Crescent: this requires a new cycle path up the side of the Inland Revenue offices, cutting through two fences and across waste land to connect to the ramp beside the underground car park and up onto Devon Place. The Council would need to seek a wayleave from the land’s owner, or a CPO. It also requires actions 19-20	
19. Cut gap in fence into waste land	
20. Create access to existing ramp up to Devon Place.	
21. West Coates: this faster route will take cyclists from Roseburn to Haymarket: the road	The Council’s proposals involve taking the cycle route along West Coates as a segregated

surface needs improving and the current free on -street parking on the main road restricts traffic, for both cyclists and buses and should be largely removed. The Cycle lanes on either side of West Coates would continue to be shared with buses but would be marker more prominently.	track rather than on-street. Shared cycle/bus lanes, though a very worthwhile facility, are not attractive to a large segment of the population who express a desire to cycle more but who are intimidated by sharing road space with heavy traffic. Enabling more of these people to choose to cycle is one of the key objectives of the current proposal. It is not clear from the RV whether it envisages retaining any loading provision along West Coates. Diagrams C, D & E propose removing all parking along West Coates. The Council's proposals make some provision for off peak parking and for off-peak/evening loading.
22. Cycle lanes on either side of West Coates extended to lead onto Roseburn Street.	It is not clear from diagram B, how it is proposed to get cyclists safely from Roseburn Street to West Coates.
23. Existing crossing improved for cyclists to cross West Coates (to get from Devon Place to Magdala Crescent).	<p>As noted in the response to points 17 to 20, it is considered that the proposed route vis Balbirnie Place, private land and Devon Place is excessively indirect.</p> <p>The Council has considered routing the cycle track from West Coates along Magdala Crescent. The principle reasons for adopting the Rosebery Crescent route in preference were as follows:</p> <ul style="list-style-type: none"> • Routing via the Eglington Crescent/Palmerston Place/Chester St junction involves significant extra journey time on the cycle route due to delays at traffic lights; • Traffic modelling of the above junction with a segregated cycleway incorporated indicated substantial additional delays for motorised traffic; • The Rosebery Crescent route is flatter. • The Magdala Crescent route does not deliver improvements to the street environment and for pedestrians along Haymarket Terrace. • The currently proposed route offers significantly better cycle access to Haymarket station
(Point 24 appears to be absent)	
25 New zebra crossing on Russell Road.	See point 5 (point 25 appears to duplicate)

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