Concerns about the Council Scheme

prepared by George Rendall of Art et Facts on 5th June 2016

We also would like to bring the following concerns to your attention:

* The demand on the small amount of loading bays suggested within this proposal would have a colossal impact on deliveries, goods collections and, in general, customers being unable to access our services. Most businesses have been surveying how their customers travel to the area and have identified that on average 40%, and rising up to 70% for some, of them travel by car. Should this proposal be implemented, at least 10 businesses in Roseburn alone have intimated they would not be able to survive the anticipated reduction in sales especially in this difficult economic climate. With some businesses trading for over 25 years, this would be a devastating loss for the traders and the community as a whole.
* The narrowing of lanes will cause congestion and we believe will create traffic chaos for current road users in Roseburn and Murrayfield. This can only lead to further delays and an increase in harmful emissions for the area.
* Congestion leads to driver/cyclist frustration and risks will be taken leaving the potential for serious injury or worse.
* We are highly concerned about the possible negative impact to emergency service vehicles should they be delayed by any congestion within this significant arterial road/junction.
* There is little consideration for our disabled citizens who are being disadvantaged by the lack of spaces to stop/park/shop and by the considerable distance they would have to travel to reach taxi ranks if exiting Haymarket Train station.
* Should local residents decide to move home, the chances of their removal vehicles being able to park anywhere near their properties would be impossible.
* We have observed traffic numbers and have observed over a 1 hour period 40 bicycle users versus approximately 2000 other road users.   This proposal will disrupt significant numbers of road users over the needs of a minority group of cyclists.   Surely the purpose of any improvements is to improve traffic flows?
* We believe the installation of a dual cycle lane on the main road will, by its uniqueness, be hazardous to pedestrians. With a significant elderly population to consider and the dual cycle lane being on a school route, there is a high proportion of vulnerable people who will be put at risk by this proposal.
* Cyclists tell us that the reason these new cycle lanes are so important is to get them away from highly polluted traffic lanes. Please let’s accept that these new cycle lanes will run right along a newly created congested road resulting in everyone being exposed to higher emissions.
* With our experienced cyclists publicly declaring that it is highly unlikely they would use the new lanes, what is the point of this proposal if cyclists are already declaring it won’t meet their needs? There is no doubt that current regular cyclists will return to the main road lanes and no doubt resort to weaving between the two to try and navigate the congestion that is bound to ensue.
* Cyclists say this new cycle lane will encourage non-confident cyclists to take to the new lanes. When explaining the concept of the dual cycle lane to potential new cyclists, Individuals stated they would be concerned to have the lanes running side by side.  They were scared in case they crashed into on-coming cyclists.
* Do you really believe that the current confident cyclists will be happy to meander behind these novices? We also believe that jammed up roads lead to road users taking risks which puts all groups, eg drivers, cyclists and pedestrians, in jeopardy.
* Various cycling proposals state that these new lanes would encourage more cyclists to shop in the Roseburn area. I am sure you would agree that if you have a TV that requires repair, an oil painting that requires to be framed or you have just purchased a nice cup of hot tea, the likelihood of you cycling with these items is nil. You therefore have to accept that cyclists aren’t going to significantly contribute to the business community as a whole. However, should the Roseburn area happen to be overwhelmed by an influx of cyclists, exactly where are all these cyclists going to park their bicycles or can we expect pavements to be blocked by dozens of bicycles tethered to any available signpost. Because of this we don’t believe the cycling community will contribute significantly enough to counteract what businesses and residents will lose by the implementation of this proposal.It has to be stressed that not one business is in any way anti-cycling, and in fact there are a few keen cyclists among us, but we truly believe that everyone requires their needs to be considered so that the community can thrive in harmony.