

The Roseburn Vision

June 2016

www.kidsnotsuits.com

Safer Cycling in West Edinburgh: A local solution for city-wide needs

Designed by local people for local people: for cyclists, for walkers, for drivers, for traders, for residents

The 3,500 people of West Edinburgh who oppose the Council cycling officer's £1M scheme call upon the Council to implement The Roseburn Vision of how cyclists might best make the journey from Roseburn to Haymarket at a fraction of the cost, without ruining the area. Our vision is based on local knowledge and experience; we have spent many years observing the traffic flow, cycling black spots, road usage and pedestrian needs.

We feel no need to emulate the protected cycle tracks of the US, Amsterdam and Copenhagen as we already have the National Cycle Route 1. However, we understand that keen cyclists may seek to get from West to East in minutes, so we propose changes to West Coates that will satisfy their needs, requiring the removal of most on-street parking on either side of West Coates and clearer cycle lanes.

The Roseburn Vision proposes an elegant means to join the Roseburn Cycle path to the rest of the Roseburn-Leith cycle route that is both safer for vulnerable cyclists and pedestrians but also easier to implement and has the additional benefit of actually reducing congestion to vehicle traffic and lowering dangerous emissions.

The vast proportion of those coming from the west of the city come via Roseburn Park, by the Water of Leith path. Leaving Roseburn Park they travel either up Roseburn Gardens to cross Roseburn Terrace to get to Roseburn Cliff and back onto the Water of Leith path—or they continue along Roseburn Place to Roseburn Street. Cyclists may go left to get onto the West Coates road (A8) and up West Coates Terrace to join the old Caledonian railway path to Craighleith and all points north or carry on along West Coates into the city centre and all points east.

Alternatively cyclists cross onto Russell Road, in order to get to NCR1 and Haymarket, or to get onto the old Caledonian railway path, or to continue down Russell Road to get to Gorgie-Dalry and thence to the Telfer Subway and all points south. Also cyclists travelling from the south (from Telfer Subway) going to city centre or to Roseburn and points west.

Those travelling east or west along West Coates number 40 per hour at peak time (those travelling east and west), falling to 13 per hour outside rush hour. It is for those cyclists that the protected cycle track scheme was intended, costing £1M.

Our scheme meets the needs of cyclists travelling north and south as well (and at greater numbers) and will cost a fraction of the price.

Main Changes

Main changes would be to make part of Roseburn Place one-way to prevent rat-running, with cyclists allowed both ways. No street closures.

On Roseburn Street:, a signalised crossing to help cyclists to cross from Roseburn Place to existing cycle path on pavement of far side of Roseburn Street.

Any restrictions at Roseburn Place require new signalling to enable Russell Road drivers smooth access onto Roseburn Terrace. Thus the traffic stop line to be re-sited to line that abuts pub boundary and tenements, 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.

On NCR1, for those cyclists fearful of tramlines, we shall assist them in getting to Magdala Crescent (thereby avoiding the dangers of Haymarket completely). This requires creating a route from NCR1 up the side of the Revenue offices, through fences and waste land to utilise ramp by underground car park and onto Devon Place. Along a short stretch of Devon Place and up, to cross West Coates to Magdala Crescent.

Magdala Crescent would lead to cycle lanes on Eglinton Crescent and eventually past the cathedral onto Melville Street, where our route connects up with the Council's current proposals. This solution keeps cyclists away from the dangerous tram lines and heavy Haymarket traffic and allows the taxi rank to remain as is. Eglinton Crescent and Landsdowne Crescent could be made one-way to further enhance cyclist safety.

West Coates: this faster route will take cyclists from Roseburn to Haymarket - the road 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 only parking left would be for those at Kew Terrace who have no parking in their drives. Cycle lanes on either side of West Coates would continue to be shared with buses.

CYCLE TERMS

Cycle Lane = route along part of main road marked in brown tarmac that is for cyclists. Can be used by buses and taxis and cars in emergencies. Cyclists usually travel in same direction as other vehicles on their side of the carriageway (but allowed in both directions on 1-way street)

Cycle path = route for cyclists that can be shared with pedestrians if needs be. Can be part of pavement. 2-way cycling traffic

Protected Cycle Track = route along part of main road sectioned off for cycling using raised kerb. Cannot be used by other vehicles. 2-way cycling traffic.

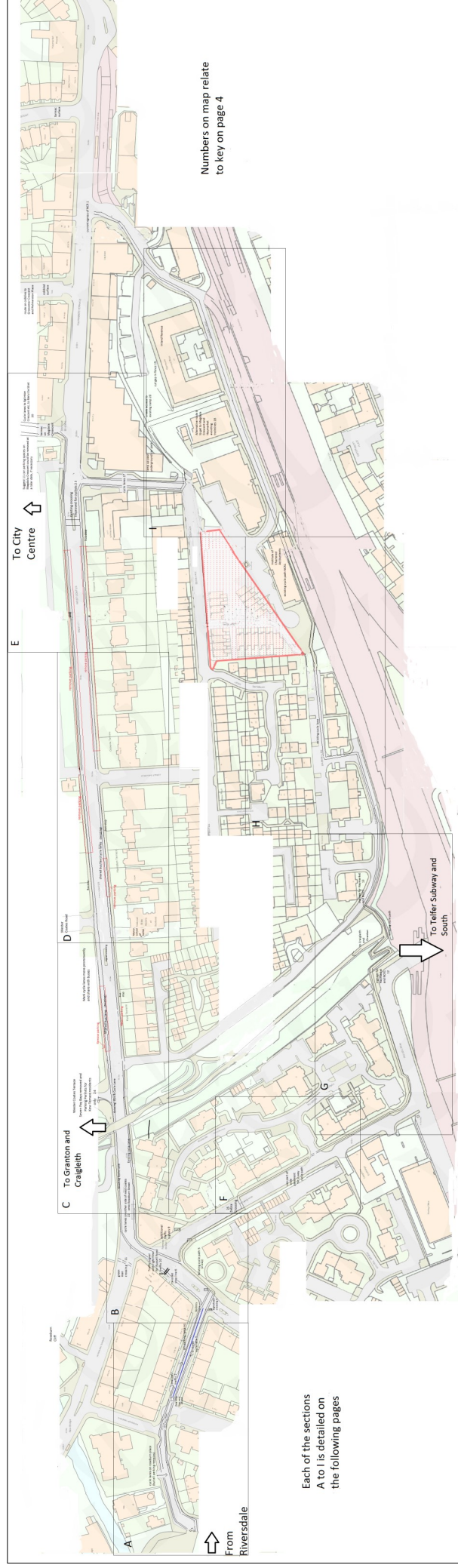


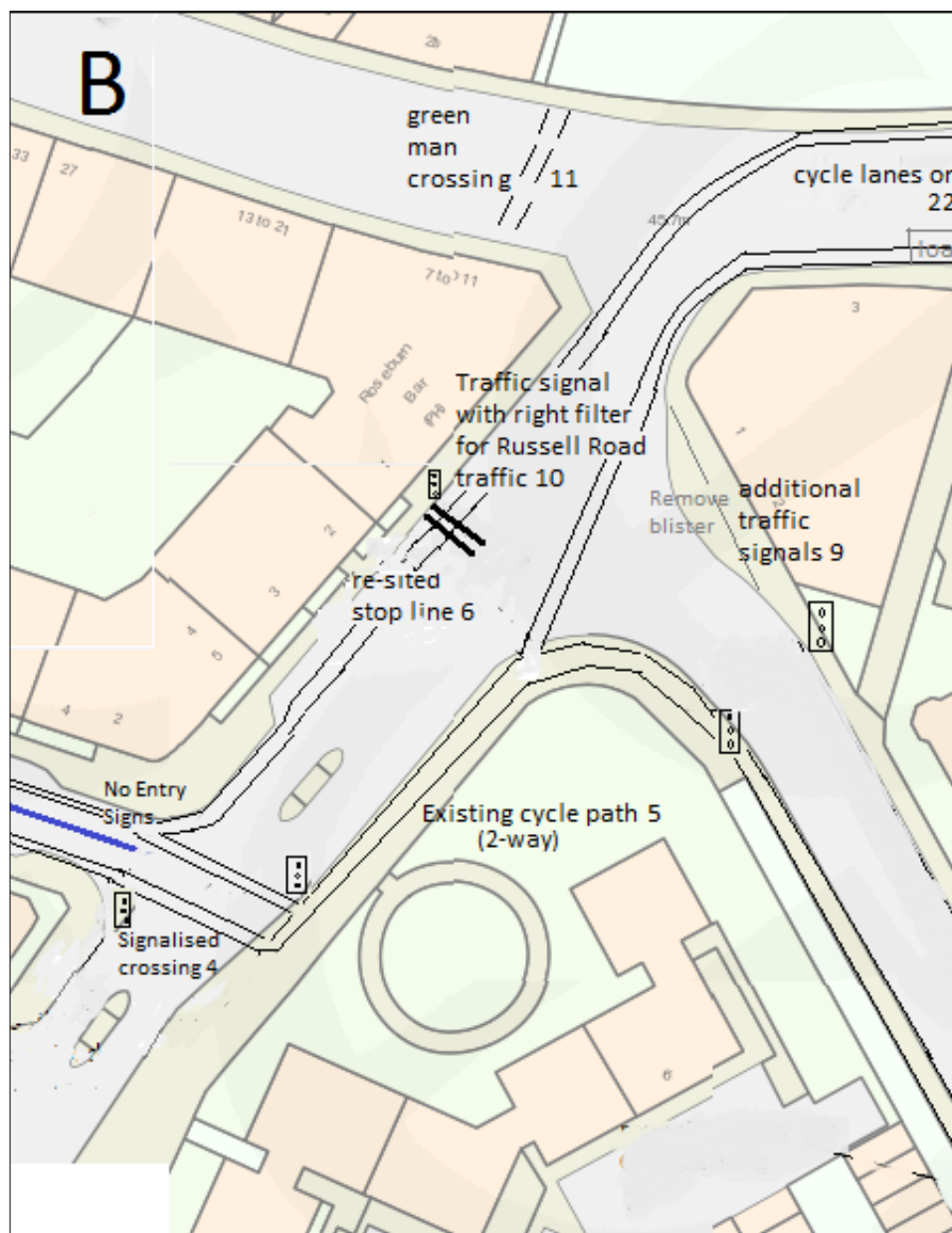
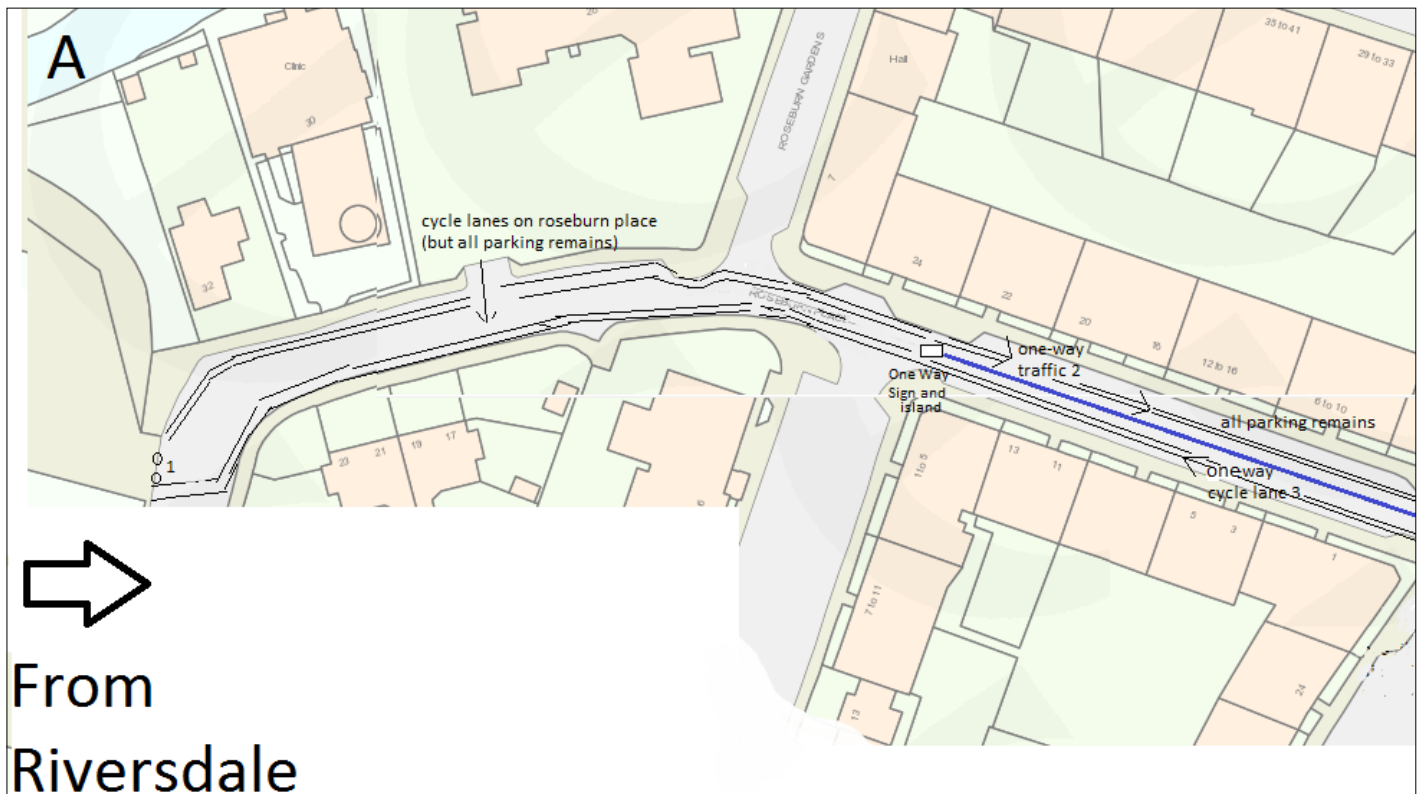
CHANGES PROPOSED

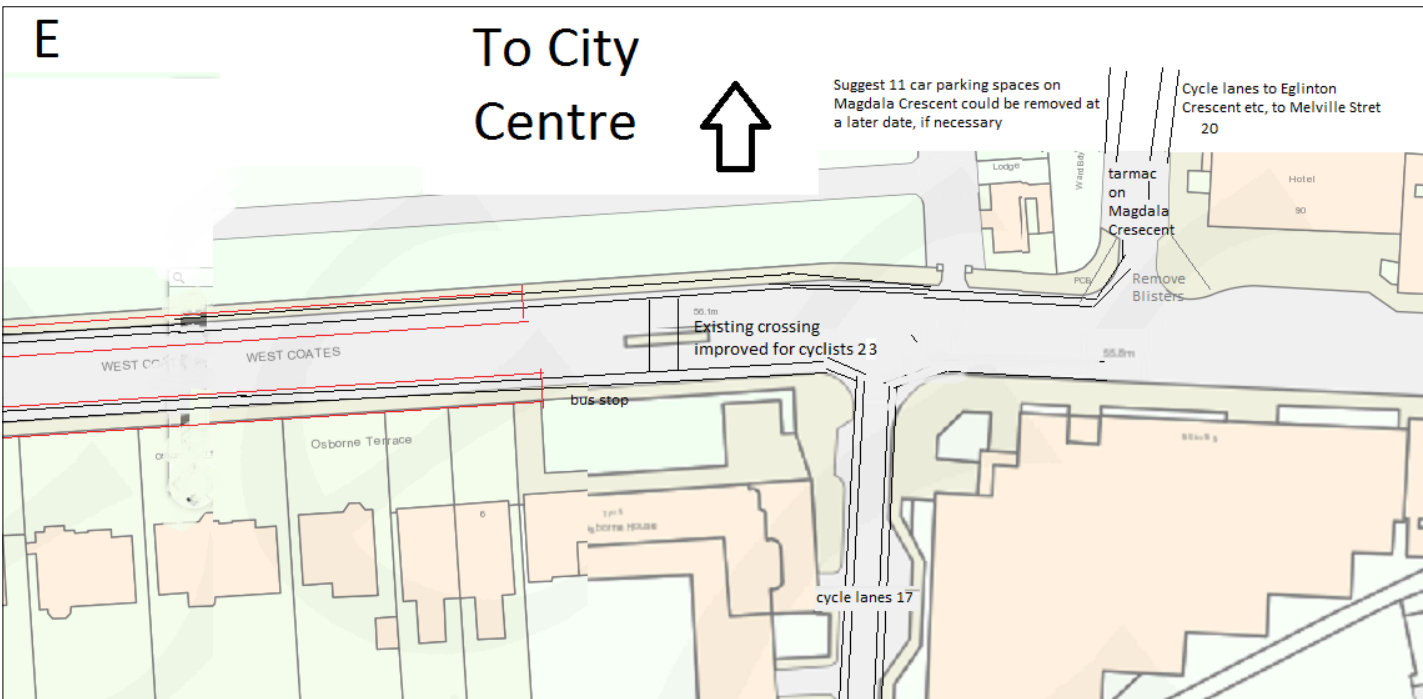
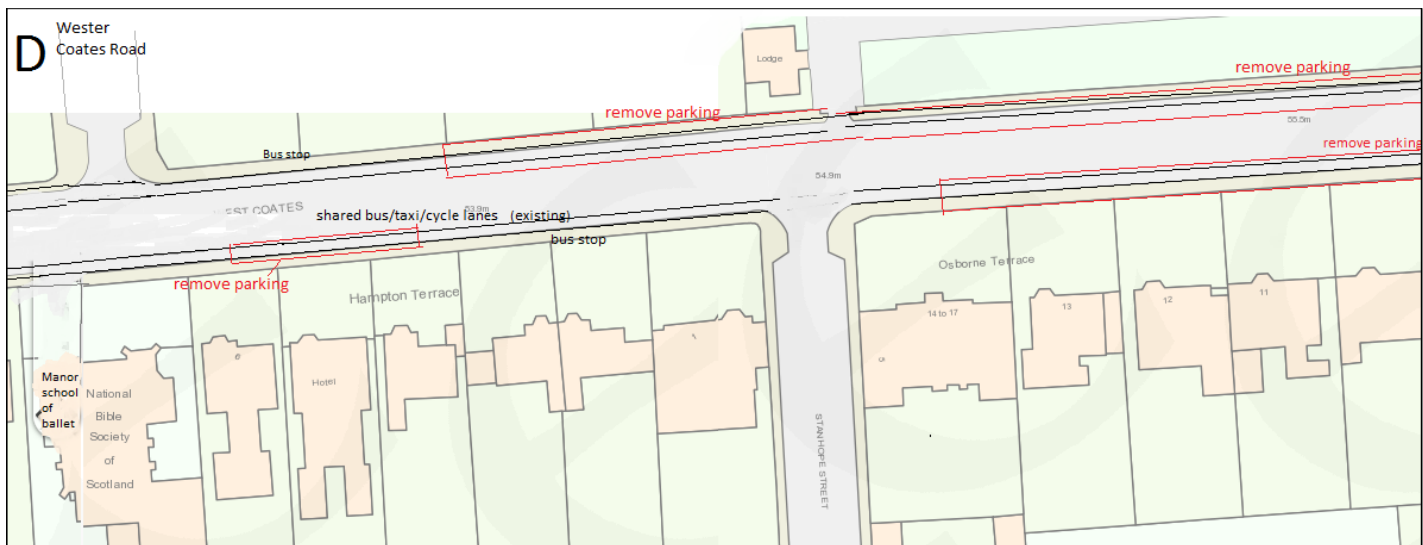
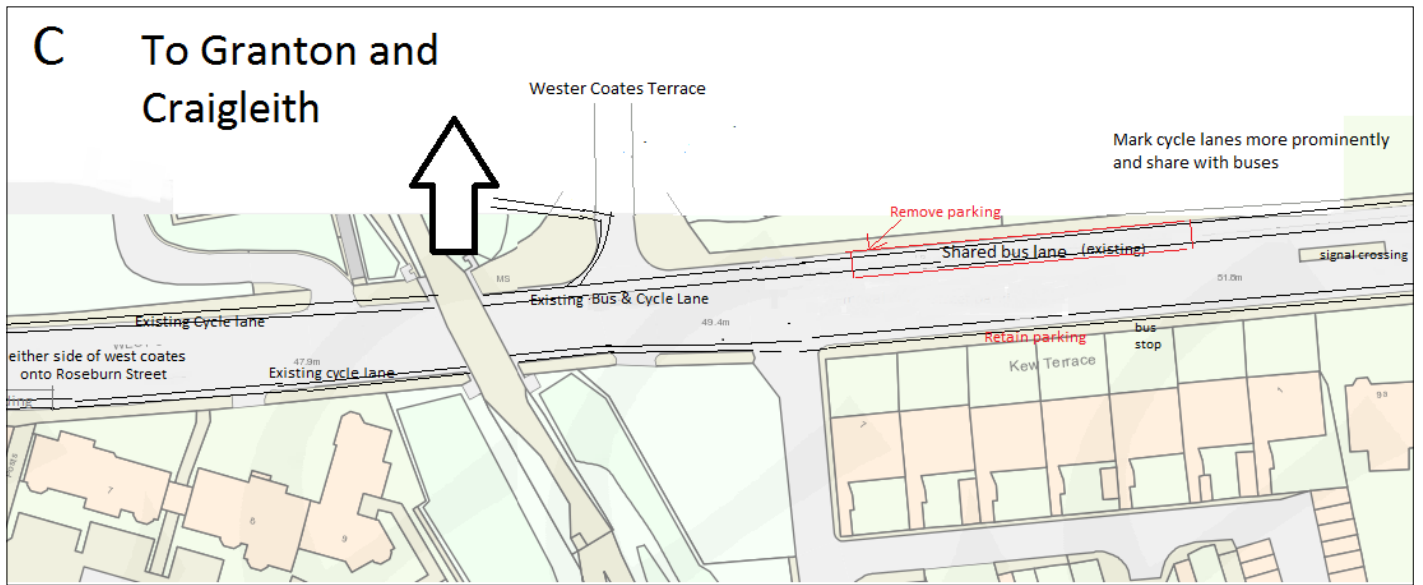
(Numbers refer to changes on sections of map)

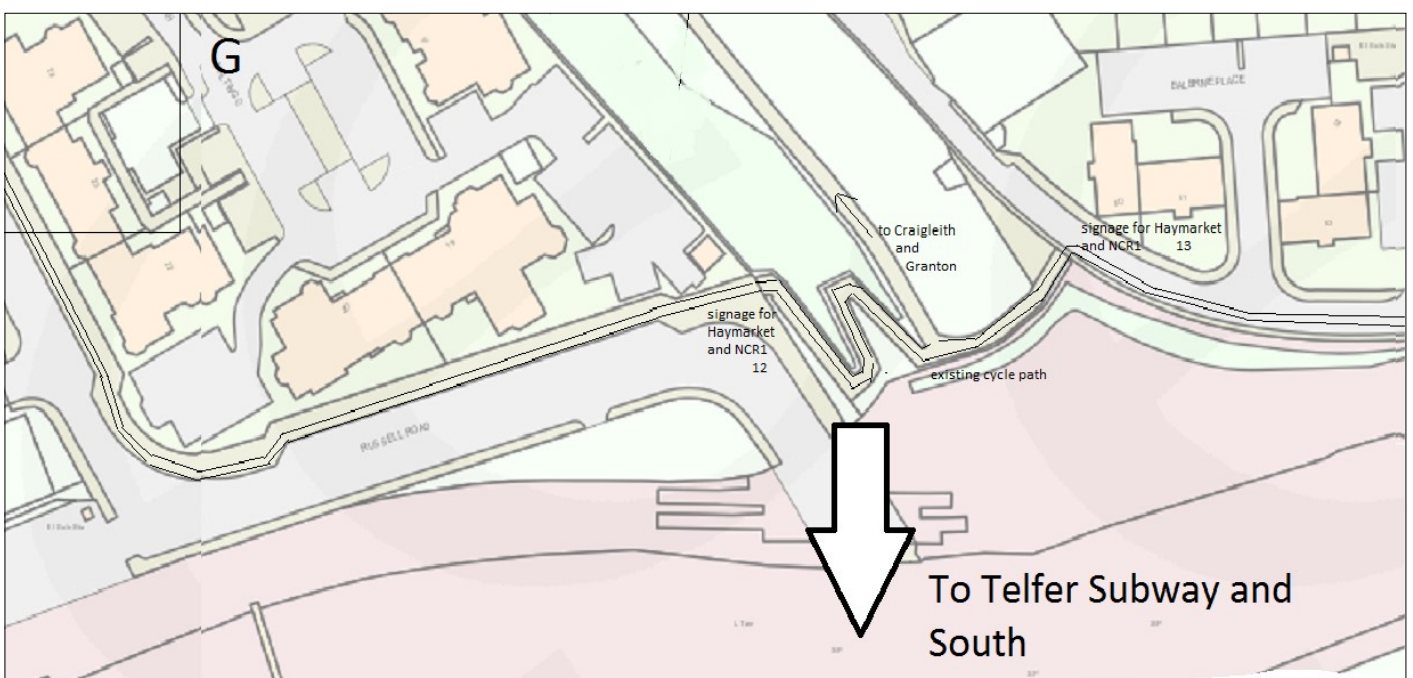
1. Bollards at Roseburn Park entrance to prevent parking and obstruction of passage. Also to indicate traffic danger to kids with new play park in mind.
2. Roseburn Place: One-way traffic down Roseburn Place to prevent rat-running from Roseburn Street. No street closures.
3. Cyclists able to travel in opposite direction from Roseburn Street along Roseburn Place via cyclists lane
4. Roseburn Street: signalised crossing to help cyclists cross from Roseburn Place to existing cycle path on pavement of far side of Roseburn Street
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 extended section
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
9. Additional traffic signals on Russell Road (to allow drivers to filter right to A8)
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)
11. Green man crossing at Roseburn Terrace outside Roseburn Bar
- 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
12. Signage for Haymarket and NCR1 (Improved signage will help cyclists see route to Haymarket)
13. Signage for Haymarket and NCR1 through Balbirnie
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
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 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 marked more prominently..
22. Cycle lanes on either side of West Coates extended to lead onto Roseburn Street
23. Existing crossing improved for cyclists to cross West Coates (to get from Devon Place to Magdala Crescent)
25. New zebra crossing on Russell Road

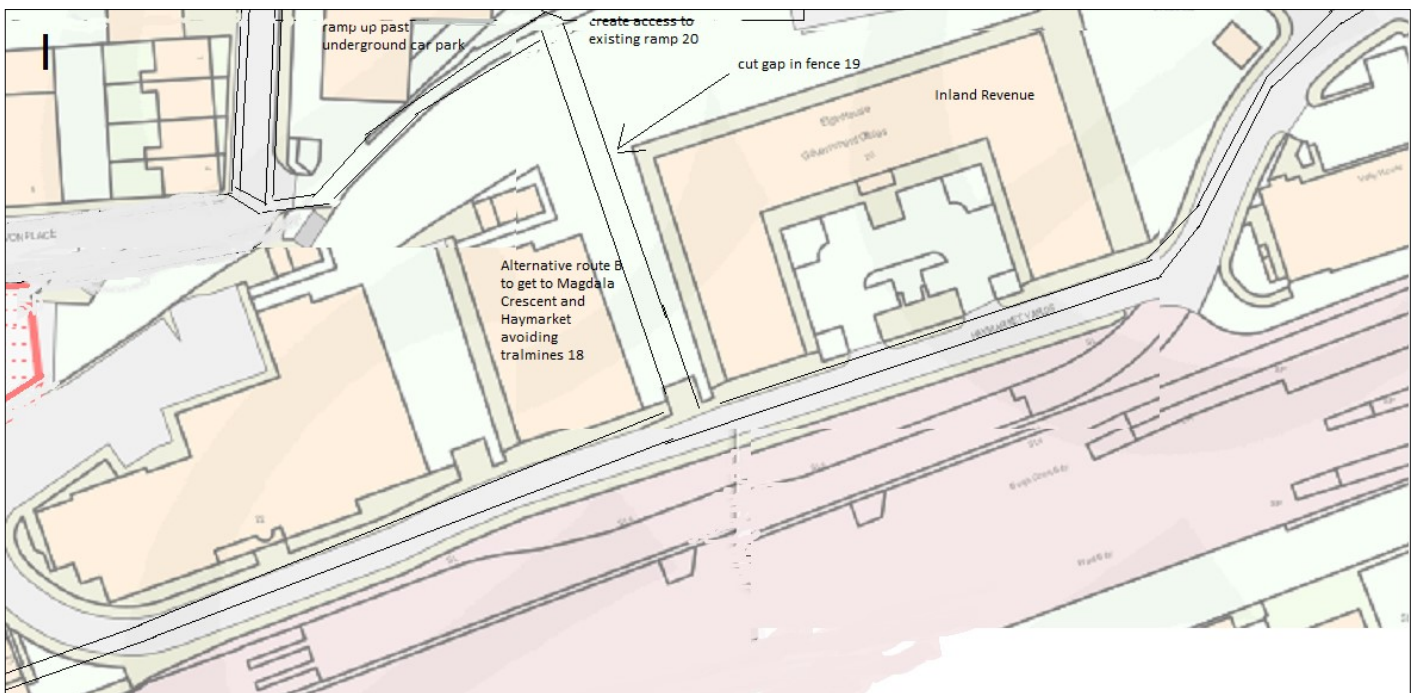
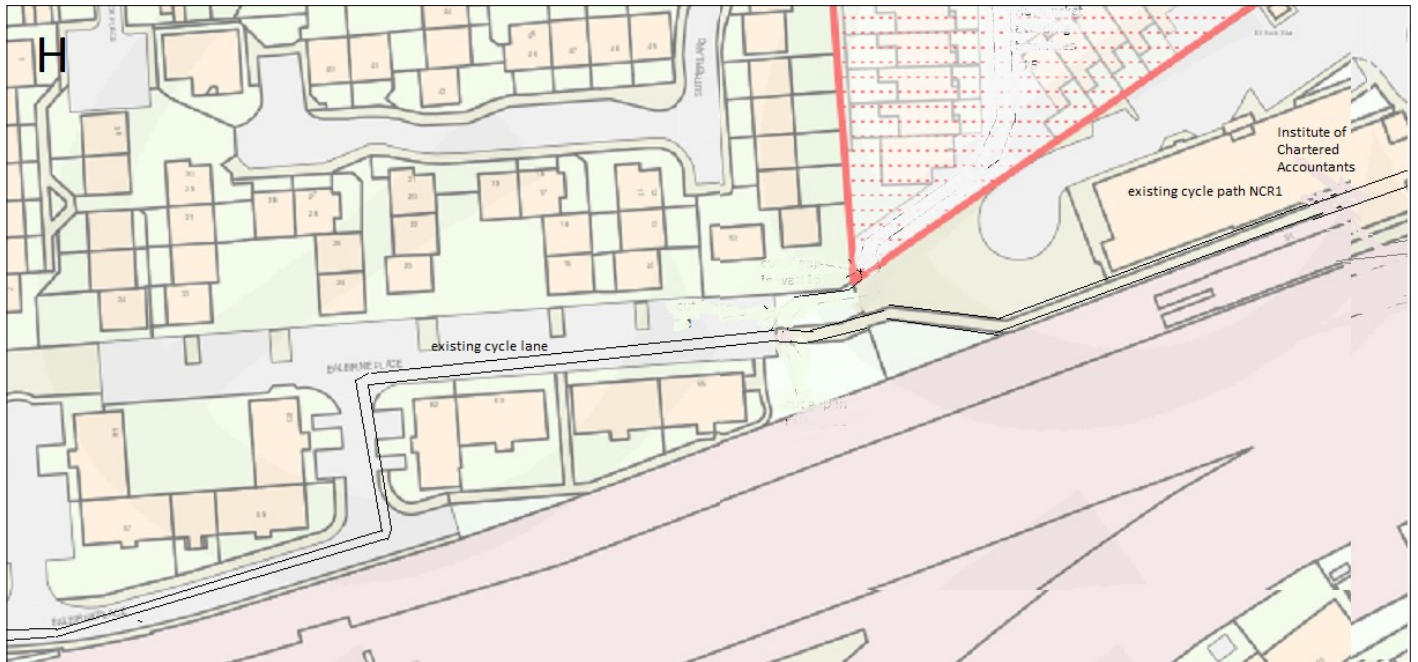
Roseburn Vision- the detail











Roseburn to Haymarket Cycle Plan- A local Vision- the People's Views- The Consultees were:

Answer Options	Response Percent	Response Count
I live in the area affected by the Council scheme	70.7%	159
I work in the area affected by the Council scheme	18.2%	41
I commute through the area affected by the Council	24.0%	54
I am a cyclist	28.0%	63
None of the above	4.9%	11

answered question

225

Appendix

Traffic Statistics on West Coates

Dr E Housley of Kew Terrace, counted the traffic on Kew Terrace vehicles and cycles, both west and east bound, over a one hour period, from 2-3pm (non rush hour), and from 5-6pm (rush hour) over three successive weekdays in December 2015.

Non rush hour

Cycles 13 per hour	One every 5 mins
Cars 436 per hour	Seven per minute
Buses 33 per hour	One every 2 mins

Evening Rush Hour

Cycles 40 per hour	Less than 1 per minute
Cars 450 per hour	Seven per minute
Buses 32 per hour	One every 2 mins.

Consultation Results

Consultation was carried out over a two-week period from 23rd May to 5th June. Due to the pressure of time, we only consulted on-line using Survey Monkey.

The consultation was promoted through 2,000 leaflets to the 54 shops along Roseburn Terrace, West Coates and Haymarket Terrace and through displays in shop windows. Customers were invited to take a leaflet. Leaflets were also delivered to homes in Devon Place and Roseburn Place.

There was a well-attended drop-in event at Roseburn Café , Roseburn Terrace on 1st June, where a number of changes to the scheme were agreed. The scheme was also outlined in the Evening News of 31st May.

There were 225 responses. Changes were rated as Love It, Like It, Don't Mind It, Have Doubts and Dislike it.

Respondents were invited to comment on the ideas and to add their own and 82 people did that. (comments available on request.)



Survey Results—Answer Options	Love it/Like/ Don't mind it	Have doubts/ Dislike it	Dislike It
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.	91%	9%	6%
2. Roseburn Place: One-way traffic down Roseburn Place to prevent rat-running. No street closures.	81%	19%	11%
3. One side of Roseburn Place to be marked for exclusive cycle use as 2-way cycle lane	70%	30%	21%
4. Roseburn Street: possible signalised crossing to help cyclists to cross from Roseburn Place to existing cycle path on pavement of far side of Roseburn Street to the	79%	21%	15%
5. Retain existing cycle path on pavement	80%	20%	13%
6. The traffic stop line 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)	88%	12%	7%
7. Russell Road: City Car Club parking repositioned.	92%	8%	6%
8. Replace parking with protected cycle track, two-way, for 45 m, on Russell Road	79%	21%	15%
9. Additional traffic signals on Russell Road (to allow drivers to filter right to A8)	85%	15%	10%
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)	85%	15%	10%
11. Green man crossing at Roseburn Terrace outside Roseburn Bar	89%	11%	9%
Russell Road: Cyclists to use half the wide pavement to get to ramp leading towards Granton cycle path and NCR1.	82%	18%	13%
12. Signage for Haymarket and NCR1 (Improved signage will help cyclists see route to Haymarket)	91%	9%	8%
13. Signage for Haymarket and NCR1 through Balbirnie	91%	9%	7%
14-16. Alternative route A: Cut fence+Cut 3' gap in wall+Cut gap in railing	79%	21%	15%
17.Cycle lanes on Devon Place.	79%	21%	14%
18-20. Alternative route B: Cut gap in fence into waste land+ Create access to existing ramp up to Devon Place.	82%	18%	12%
21. West Coates:remove on-street parking	68%	32%	18%
22. Cycle lanes on either side of West Coates	68%	32%	22%