

PRINCIPAL PETITIONER: **George Rendall, Art et Facts, 19 Roseburn Terrace**

TITLE OF PETITION TO CEC: **CCWEL Cycle Link – Small Business Compensation Scheme**

We small businesses affected by the CCWEL Section 1 running from Roseburn to Haymarket call on the Council to establish a Compensation Fund which would be used to support our businesses in the event we are adversely affected by the cycle track. We propose the scheme runs for three years from the beginning of construction.

This petition is overwhelmingly supported by the Murrayfield Community Council.

We note the Council gave financial assistance to the businesses that suffered on account of the tram works. We see in Roseburn a loss of 40% of on- street parking/loading outside our businesses and fear this will severely affect our incomes.

We note that the Council presented studies from around the world showing cycle tracks would either have no impact or would increase trade. We therefore hope we will not need to make a claim on this fund. Nevertheless, a lot of traders may suffer.

We appreciate that we shall need to present accounts showing a loss that can be proven to arise from the track. Since there has been so many disruptions at Haymarket which only ended in November, we believe the baseline for setting the norm should be one year's accounts dating from Nov 2018.

ACTION TAKEN TO RESOLVE ISSUES OF CONCERN BEFORE SUBMITTING THE PETITION

In 2016 we ran a petition with a resident which attracted 6,000 signatures against the CCWEL, in favour of National Cycle Route 1 along Balbirnie Terrace, which also took cyclists from Roseburn to Haymarket, but just needed better signposting. (There was the first online petition which drew 695 signatures plus 1,900 paper signatures, delivered to the Transport Convener in April 2016, followed by a second online petition which drew 480 online signatures plus 3,000 paper signatures, delivered in August 2016). We submitted an FOI request in June 2016 which showed Council claims of local support actually came from those living some distance from A8

We also developed the Roseburn Vision which showed an alternative and safer route using both Wester Coates and Balbirnie Terrace built at a fraction of the cost. This we developed in conjunction with feedback from 225 residents using 1,000 paper designs delivered to homes en-route and through survey monkey. The finished design was presented to Transport Committee in July 2016 and evaluated by Council staff. [As a result some minor changes were made to the scheme.] We held a public meeting on 2nd August that drew 175 people and 9 Cllrs.

Following the Council decision on 30th August to proceed with the track, the Council set up the "Stakeholder" group that we traders took part in. There were very few changes as a result so we carried out the "Why Bike" survey of 1,001 residents and travellers and found only 69 who said they would use the track. The Council noted the survey result, but it made no odds. In December 2016 we filmed the "Mile of Cars" video showing the congestion that resulted from minor roadworks during rush hour. Again, our bid to get the track dropped failed as was made clear at the Dec 2016 when the special meeting of the Transport Committee comprising Party Transport spokespeople who clear that option A (via Roseburn Terrace) was the preferred option. At every Council meeting possible we presented deputations. We organised 3 public protests: two at the Chambers and one at Roseburn.

Since then we have been exploring how best to evaluate the impact of the track which has led us to consider the economic impact; hence our compensation call

BACKGROUND INFO

The Council, Spokes and Sustrans have consistently claimed that businesses would benefit from the scheme. That being the case, they will have little or nothing to pay out. If, on the other hand, businesses do suffer, they need to take responsibility for that.

The reports claiming the businesses would benefit were mostly from 2015/2016; one study was particularly heavily promoted by Spokes: this is an annotated, chart-filled review of 12 studies from around the world; [read it here](#). This CityFixer study compiling was “The Complete Business Case for Converting Street Parking into Bike Lanes” . It noted that 9th Avenue in Manhattan showed the cycle lane increased sales by 49%.

More studies can be seen [here](#), [here](#), [here](#), [here](#), [here](#), [here](#), [here](#), [here](#), [here](#), [here](#), [here](#), [here](#), [US press reports such as here](#) and [Sustrans on cargo bikes here](#). There are many more online.

Clearly we need to reduce pollution and congestion in cities, but there are more effective ways of doing this than building a protected cycle track on this A8 arterial route bringing thousands into the city every day. The CCWEL is particularly daft as there is already a perfectly suitable “quiet route” alternative presently available, the National Cycle Route 1, which goes from Russel Road to Haymarket and follows the route of the tram line. Parts of it are for cyclists and pedestrians only; it is not well promoted by the Council and is under-used. It takes one minute longer using NCR1 for cyclists to get into Haymarket from Roseburn than the proposed CCWEL. So, in order to shave one minute off a cycle journey from Roseburn to Haymarket for 69 people, the Council plans to spend £5.5M and create havoc with congestion, reduced parking and possible increases in pollution. Shops, cafes and hotels are the lifeblood of any community and residents need these. The traders should not have to close and go elsewhere because of the Council’s hare-brained scheme.

What’s more, many cyclists are saying they would use the proposed CCWEL because it is narrow, going down to 2m in places and generally only 2.5m wide. Two cyclists approaching each other at speed (this will be a two-way track) will not feel safe and many say they’d prefer to use the road. Also the kerbing separating cyclists from buses, lorries, etc will be narrow: a matter of particular concern when dark, since headlights will blind cyclists. The floating “bus islands” will be another risk, especially to elderly – a collision of a bike with a pensioner – or a child – will likely result in broken bones. Emergency vehicles will struggle to get through. A similar impact on traffic is anticipated as that seen in the “Mile of Cars” video, filmed one morning in 2016 when Scottish Water dug the road up, closing a small part of one carriageway in Roseburn Terrace for a couple of days. At peak times there was solid congestion for 1 mile on the A8, all the way from Western Corner to Donaldson’s school.

This 2016 STV news item at <https://youtu.be/-vfvVB3JNok> reflects local concerns.

IMPACT

Any compensation will hinge on the impact assessment, which we understand the Council is keen to progress. We note the Council has procured a monitoring team to carry out monitoring after 6, 12 and in some cases, 24 months. We need a “before” and “after” picture. The impact would be measured in 3 ways

1. Congestion (the number of cars, buses, etc backed up at different times)
2. Pollution (the level of NO2, etc in eg the Roseburn Terrace “canyon”)
3. Economic impact (how much trade we lose; impact on footfall and shopping habits, data which we hear will be collected from residents [through household surveys] and visitors)

We understand our claim for compensation needs to be verifiable. We understand that the Council and Sustrans would not accept a statement from us such as “business is down by 20%” because it could be claimed we were making it up. The only way we can definitively demonstrate impact is if we present full accounts. We accept we must reveal how much we earn to the Council, for any compensation request to be considered.

We have contacted 73 traders who might wish to be part of the scheme and held an open meeting with traders at HAYMARKET: Edinburgh Kilt Hire, 54 Haymarket Terrace, EH12 5LA on Monday 7th January 6pm and at ROSEBURN: The Roseburn Café, 8 Roseburn Terrace, EH12 6AW on Wednesday 9th January 6pm where those attending agreed this petition should go ahead.

MURRAYFIELD COMMUNITY COUNCIL STATEMENT

“The Murrayfield Community Council supports the traders’ (affected by the CCWEL Section 1) call for a compensation scheme against any losses incurred solely as a consequence of the CCWEL development, running for a three-year period commencing from its build. Any payments due under such a scheme should be paid as soon as possible following the terms of the scheme being triggered so as to ensure that the traders are not financially disadvantaged further by unnecessary delay.”

John Yellowlees
Chair, MCC (14.01.19)

LINKS:

<http://www.ipetitions.com/petition/petition-against-the-west-coates-cycle-track>

<http://www.change.org/p/city-of-edinburgh-council-petition-against-the-west-coates-cycle-track-in-favour-of-national-cycle-route-1-re-opened>

<http://www.edinburghnews.scotsman.com/our-region/edinburgh/leith/6000-sign-petition-against-roseburn-cycle-path-1-4182039>

FOI request: https://www.whatdotheyknow.com/request/data_informing_the_roseburn_to_l

Roseburn Vision: <http://www.kidsnotsuits.com/wp-content/uploads/2016/04/The-Roseburn-Vision.pdf>

“Why Bike” survey results: <http://www.kidsnotsuits.com/wp-content/uploads/2018/07/WhyBikeSummaryData.pdf>

“Mile of Cars” video: <https://youtu.be/V5qeJ1O7yOA>



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