

(a) The extent of cycle use along this route corridor now

The Reporter was also interested in likely extent of any increase in cycling trips as a result of implementation of the Order.

First – what is our findings on the extent of cycle use at present? Those travelling east or west along Wester Coates number 40 per hour at peak time, falling to 13 per hour outside rush hour. By extrapolation, that suggests 277 per day. Our findings are that most cyclists prefer to use NCR1, hence the low figure [Our Roseburn Park footfall device measures 450 cyclists per day; at least 200 of these do not get into town by West Coates, though].

The Council's figure in the PJR (below) is 1,675 per day.

There is a huge difference between these two findings. We are seeing one-sixth of what the Council sees. We completely distrust the Council data. I regularly walk and bus along this route (I prefer to cycle along NCR1) and I have never, in the 19 years I've lived in this area, seen cyclists at the volumes the Council claims.

Now let's consider the likely extent of any increase.

Fraudulent Claim 1. In Dec 2014 the Council's cycling officers presented Transport Committee with their PJR (Project Justification Report [PJR] at www.kidsnotsuits.com/wp-content/uploads/2019/02/Roseburn-to-Leith-Prelim-PJR.pdf) which claimed that 88% more people would switch to cycling as a result of the CCWEL. They used this data to postulate health benefits equating to fewer staff going sick from work, which they then monetised to present a cost benefit ratio of the CCWEL at 3.3. There was no consideration of the economic impacts on traders who would lose their customer parking nor on the dangers of increased NO2 pollution arising from vehicle emissions in street canyons. It was pure speculation. The use of the "disaggregate mode choice model derived by Wardman, Tight and Page" is no substitute for traditional methods of counting existing cycling traffic and asking people who are likely to use the route if it will change their behaviour. Hard data trumps dreamland calculations every time. ¹

Fraudulent Claim 2. In May 2016, the Council published the outcome of its CCWEL consultation; they claimed 74% were in favour of the track. I was incredulous and submitted an FOI asking for the data for those respondents with postcodes suggesting they either lived in, or were likely to travel along, the CCWEL. The result of this indicated the opposite of what the Council claimed; there was in fact opposition. The FOI request shows that 80% of those surveyed did not live near or anywhere to the west of the track- so were unlikely to use it. In fact, 61% of those who lived due west of the track opposed it. (see Appendix A)

¹ It was dreamland thinking that gave us trams that to this day have never attracted anywhere near the levels use that Transport Officers claimed for them when arguing for their construction back in 2002. I believe we have good cause to distrust models employed by the Council Transport Team when they get it so wrong. Half of the trams rolling stock never gets used; in their enthusiasm, Transport officers bought twice as many as they needed. It wasn't their own money they were spending, was it?

One can see from this that the cycling officers were using data to claim CCWEL support from (a) those Edinburghers who were unlikely to ever use the CCWEL (b) those living in other cities and (c) those living in other countries. That the opinion of those living in Holland (who will never use the CCWEL) now carries equal weight to those who live and trade on the proposed route shows just how out of touch the Council's cycling officers are - with the views of those who pay their salaries- and who will suffer the detriment of their evangelical zeal. In the face of such shameless gerrymandering, Cllr Balfour saw our FOI results and was able to force the Council to amend its website claims of widespread support for the CCWEL; they re-issued their findings in July.

Our own survey. In autumn 2016 we launched our own survey trying to assess how many were likely to take to two wheels as a result of the CCWEL. The survey was both online using Survey Monkey and in paper form; we visited every house, tenement and shop along the route, plus many on adjoining streets to elicit responses; we publicised it through the Evening News (circulation 35,000), the local magazine delivered to every home (Grapevine) and through social media; it was sent to Spokes, Sustrans and any group interested in promoting cycling. We asked that the survey was only completed by those who lived near, worked on, or travelled along, the route. The survey can be seen in Appendix B. In summary, we found that out of 1,001 respondents, only 69 new cyclists would take to their bikes as a result of the CCWEL. That is just 6.9% - a great deal less than the 88% the Council were claiming.

This, then, we think, will be the outcome of the CCWEL £6.5M scheme that will wreak havoc on our transport infrastructure whilst removing the parking for over 87 businesses between Roseburn and Haymarket (see the list of traders in Appendix C). The scheme will lead to congestion, pollution and boarded-up shops for a switch to cycling of just 6.9% of travellers. A far better use of the cash would be better signage of existing routes, better road marking of cycle lanes, better crossing facilities at dangerous junctions and the facility to put bikes on buses. [Edinburgh won't consider any measures to put bikes on buses. However, cyclists from Edinburgh going to Melrose can use Borders Buses, who have invested £750,000 in bike-friendly buses. The three custom-designed new buses have two bike bays each inside the bus, near the door. Furthermore, in Seattle in the US, cyclists can put their bikes on racks at the front on the outside of the bus. But Edinburgh rejects such improvements. Why?¹]

¹ The Council Cycling officers attest to the fact there will be 20% more folk living in Edinburgh in the next few years- that's 100,000 people- and the Council had decided that the way these folk will get around the city will be by bike. Their logic goes that if they see a nice protected cycle track they will decide they want to cycle into town to get to work. The plan is that 18,000 of these folk were going to be living in the big new housing developments in the [£1 billion Garden District for around 6000 homes](#) on greenbelt land between the City Bypass and the RBS headquarters at Gogarburn. In the cycling officer's mind presumably they will all be making their way to the city centre by bike. The pro-track lobby declared that all those in cars will switch to bike if they see a track and that 100,000 folk in bikes were a more efficient use of road surface than 100,000 in cars. That may be true, but the fact is that those 100,000 are far more likely to be using the bus, a possibility that has evaded the collective minds of the Transport Committee.

That the track will make life harder for bus passengers (by removing a bus lane) is a real concern. The mass rapid transit of 100,000 extra commuters from the periphery of the city (where new housing must go) will not be by bike, but by bus and suburban train and tram. Granted, some will choose to travel 7 miles by bike to get to work in the morning but they will be few. More likely they will use public transport.

(b) Alternative future cycle routes for the Roseburn- Haymarket corridor, including “Option B” and including Roseburn Place rather than Roseburn Terrace

The Reporter wanted to consider all alternative cycle routes considered by the council and put forward by objectors. He also wanted to be made aware of the merits and practicability of any alternative proposed, and whether it would meet the aims and objectives set for the Order scheme, taking into account its comparative impacts on the environment and adjoining owners, and the comparative costs.

At the Council Transport Committee meeting of 7th June 2016, we presented each of the 15 Councillors with a bound copy of “The Roseburn Vision” which summarised our alternative proposals to improve cycling in the city (see Appendix D).

We believed it proposed an elegant means to join the Roseburn Cycle path to the rest of the Roseburn-Leith cycle route that was 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. It was consulted upon throughout May and June 2016 and included a drop-in at the Roseburn Café to see the scheme and discuss concerns.

It proposed that, rather than the single protected track which the cycling officers favour, a range of linked routes supplementing existing cycle lanes with some new ones to provide improved permeability through the Donaldsons area, which is bound on either side by the existing cycle lanes on the A8 and NCR1. Our vision suggests improving access to these existing routes and a reorientation of the confusing Russell Road/ Roseburn Street/ Roseburn Terrace junctions to aid smoother traffic flows. Our vision was based on a consultation advertised widely in the area and online which drew 245 responses, feedback which was used to improve our proposed scheme. We believe we arrived at a design that was well-favoured and would greatly encourage cycling at a fraction of the cost of the CCWEL.

Within the Roseburn Vision document we of course considered the continued use of Roseburn Place as the preferred route for cyclists travelling west. For the 19 years that I’ve lived in Roseburn/ Riversdale, I’ve cycled this way, almost on a daily basis. This has always been the preferred means of getting from Roseburn Park (almost all cyclists travelling west prefer to travel through the park- our measuring device there records 450 cyclists/day) to the “Russell Road/ Roseburn Street/ Roseburn Terrace junctions”. No sane cyclist chooses to cycle up the steep hill that is Roseburn Gardens in order just to get to Roseburn Terrace. Virtually all prefer to travel along Roseburn Place and then negotiate their way west from there.

We at the Roseburn Vision believe our proposals to be vastly superior to the Council scheme. We launched a petition in January 2016 calling upon the Council to drop the CCWEL and instead favour improved access to the NCR1. We received 6,000 signatures (1,100 received online at Change.org [here](#) and at iPetitions [here](#) plus 4,900 on paper), which we presented to the Council in two tranches, the first in March, the second in September 2016 (see petition flyer in Appendix E).

Unlike the Council’s consultation, we only asked those with an Edinburgh postcode to sign. We can therefore say with confidence that at least 6,000 Edinburgh citizens think greater use of the NCR1 would be a far better solution than the cycling officer’s scheme. For the NCR1 already goes directly from Roseburn to Haymarket.

Indeed, NCR1 one is more in keeping with Edinburgh's stated aim of favouring off-road and quiet streets for cyclists. Also, one of the biggest concerns we have of the CCWEL is that it simply is not wide enough; in parts it is just 1.55 metres wide. This is not adequate for two cyclists travelling towards each other at speed. A far better solution can be found in Glasgow, where they put dedicated lanes on each side of the road, each one following the direction of travel of the rest of the vehicles on their side of the street. Thus there is no chance of collision with cyclists coming in the opposite direction.

It's important to note that when the Council carried out its consultation in January 2016 on the CCWEL, no mention was ever made of the NCR1. Other cycle paths in the area were featured, but not the most direct one, the one that featured heavily on the Sustrans website. One might expect that Sustrans, through being heavily involved in developing the project, would be aware of NCR1 running behind their back door at 9 Haymarket Terrace. They had funded and developed it, after all. The only conclusion can be is that Sustrans and the Council officers chose to leave it out, for fear of respondents referring to it in their consultation replies- and probably scuppering their plans because of costly and unnecessary duplication. But those who know of NCR1 one were bemused at Sustrans' apparent greed; they had a dedicated cycle route at their back door- and now they wanted one at the front as well! The tragedy is that whilst Sustrans demands its own two dedicated routes to its offices, it ignores the needs in the rest of the city, which in many parts has an appalling lack of good cycle lanes.

The Depute Convener of Transport, Cllr Adam McVey [now Council leader] assured us, on the 7th June when we presented our Roseburn Vision, that our scheme would be considered as an alternative and would come to the next Committee meeting alongside the Cycling Officers' plans. Yet the Council cycling officer later admitted he had not looked at our 25 recommendations and had no plans to include them in his report to Committee. Regarding our "The Roseburn Vision" there is in his report for the 30th August 2016 meeting, just a dismissive 5- line appraisal of all our hard work – this from a man who admitted he had not even studied the detail of what we proposed. We expected that our scheme be evaluated and costed properly. It was simply dismissed in a few lines as NCR1 being too "hilly". But the gradient of the NCR1 hill to Haymarket was no different to the hill they favoured at Roseburn Gardens. Thus was months of our work in an instant dismissed.

Matters reached a head in October 2016 when the Councillors declared there could be two routes for the CCWEL through Roseburn- Option A along Roseburn Terrace and Option B along Roseburn Place. By November, sanity was breaking out and it became clear that Option B was the only sensible solution. At this point Daisy Naryan of Sustrans told the Council that if Option A was not chosen then Sustrans was not going to stump up 50% costs. Faced by such blackmail from an unelected quango, the Councillors caved in- and agreed upon Option A.

It's important to reflect upon the rather special nature of Roseburn and the way in which it supports a wide range of shops- around 34 businesses. These are open at all hours of day and night- from the Cafe opening at 7am to the Delta closing at midnight. These businesses survive because of the dual nature of Roseburn life. From 8am to 9.30am there is no parking on either side and the whole street functions rather like a dual carriageway, with all four lanes being used by people getting to work. Similarly from 4.30pm to 6pm again for commuters coming home. But at other times, traffic flow is vastly reduced. People can park on either side of the street to shop and load up; businesses can take deliveries, residents living on either side of the Terrace can park their cars or get furniture delivered (there are around 120 flats here, as well as 30 shops). At these quieter times, Roseburn has more in common with a quiet village. These 150 homes and shops are

thus able to function as well as most of those living in an urban environment can expect. Also, let's not forget that this part of the city has, according to the census, 50% more elderly people than the average area. It is a part of town where many come to enjoy their retirement. The wide range of shops and the vibrant community are an attractive lure. Because it is on the A8, it is easy to get to.

The CCWEL will wreck this way of life. It will remove 50% of the parking, thus rendering most of the business uneconomic. How many small businesses can cope with losing even a quarter of their trade? How many with losing one half? If they disappear, how will the elderly get their shopping? Early in 2019, traders from Roseburn and Haymarket got together and called upon the Council to compensate them for any loss in trade for up to three years from the CCWEL (see at http://www.edinburgh.gov.uk/directory_record/1067146/ccwel_cycle_link_-_small_business_compensation_scheme and at Appendix F). The Council petition received 28 business and 89 individual signatures and was backed by Murrayfield Community Council. The argument from the traders was that the Council had always argued the CCWEL would boost trade. They reasoned then that the Council would have little reason to pay out, but that the scheme would give a buffer in enabling those who suffered, to find alternative ways of boosting trade or getting their shops converted to homes. The Council, however, refused the petition.

They declared that social media and flyers on lamp-posts would compensate for lost trade by declaring Roseburn and Haymarket "open for business". The Council Transport Convener Macinnes stated that it had worked for Portobello so it would work for the CCWEL. Roseburn traders quizzed Portobello traders and were told by them that the Council's intercession was utterly worthless. When this was pointed out to Cllr Macinnes by the trader who raised the petition, he was simply ignored. This can be seen in the footage from the Council webcam of the 16th May 2019 meeting at www.tinyurl.com/pollutionscandal. The Council utterly refuse to consider the needs of any traders apart from the taxi companies, for whom they have amended their plans.

It's important to also consider the comparative impact on the environment of the CCWEL. Roseburn Terrace is an example of a street canyon. The prevailing wind across the tenement roofs from the south-west causes pollution to "plume" on the south side. (To see why, please view the video at www.tinyurl.com/roseburnplume). The result is that pollution levels on the south side of Roseburn Terrace are 30% higher than those on the north. (Also see the flyer we took round homes in the area, Appendix G).

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
North	46	49	67	50	37	43.2	34.5	38	35	37	32	32	27
South	69	77	69	64	49	58	46	51	47	50	43	42	35*
South/ North ratio	1.5	1.57	1.04	1.28	1.33	1.34	1.34	1.34	1.34	1.34	1.34	1.30	1.30

NO2 measurement data in microgrammes per cubic metre (City of Edinburgh Council). *These measurements were obtained when parking was permitted, so they represent a diluted concentration. *CEC has reported a façade level of 35, but we calculated this to be 39.*

At present the readings on the south side are actually higher than the Council claim, as our data sheet in Appendix H explains. Our retired SEPA air pollution expert, John Lamb, estimates them to be 40.3 ug/m³ for NO₂.

This is already above the legal limit of 40. By removing the parking from the south side of the Terrace and moving the 22,000 vehicles right up to the pavement we anticipate a significant increase in NO₂ levels. In Dundee, the Council moved traffic one lane away from homes to reduce pollution by adding a line of parking, by creating a “buffer” and this led to a 19% fall in NO₂ levels. We envisage that by removing parking we might see, therefore, an increase of the same magnitude. The prospect of NO₂ levels of 48 ug/m³ would make this one of the most polluted streets in Scotland. Almost all residents and traders of Roseburn Terrace have signed a second Council petition calling for an independent study on the likely impact of the CCWEL on air pollution to be undertaken before the CCWEL is further progressed. (See it at http://www.edinburgh.gov.uk/directory_record/1096282/call_for_independent_air_study_analysing_the_likely_impact_of_ccwel_road_layout_changes_on_roseburn_terrace_no2_pollution_levels and at Appendix I). The petition received 32 business signatures and 296 individuals signatures in total and will be heard at Transport Committee on 12th Sept.

We are not optimistic that the Council will grant this study. In June the officers claimed at Transport Committee they had already carried out an evaluation of the impact on pollution. They had not. What they had carried out was traffic modelling using the computer programme modelled above. Again Murrayfield Community Council (MCC) supported the petition call and in an effort to calm fears, transport officers invited reps from on the shops (including the petitioner) and from MCC, on the 17th July to Council HQ where they were treated to this presentation: www.kidsnotsuits.com/wp-content/uploads/2019/08/Roseburn-Terrace-Traffic-Management_Julyv2.pdf .

The officers claimed the “EnViVer” modelling approach was better than any ADMS study because it was more relevant in that it accommodated the “platooning” strategy. The Council considers that their changes will lead to cars moving in platoons. This is on account of changing the signalling timings between the lights at the Roseburn Bar and the Murrayfield Bar. At that meeting, we again asked for the Council to carry out a trial to prove their claims on “platooning”; we were told they would explore this proposal.

The EnViVer approach measures emissions from vehicles. By their calculations, Roseburn would see a 9% reduction in NO₂, rather than an increase.

When our retired SEPA man (who could not be at the meeting) saw the paper, he pointed out the flaws in their case. EnViVer takes no account of air dispersion patterns - and therefore cannot accommodate the Roseburn scenario, whereby much of the pollution is blown to the south side of the street and is going to be further increased by the Council’s CCWEL.

On the 24th July we asked for a meeting with Officers to point out that:

- Their claim that the EnViver model for Roseburn is better was fanciful: EnViVer is an emissions model that measures what comes out of car exhausts, it does not show what happens within the street canyon which we have in Roseburn.
- We base our call to carry out an ADMS study on what the Government itself demands. Its “Cleaner Air for Scotland” strategy calls for the four city Councils to publish evidence reports to justify low emission zones. The model used for this, by SEPA, is ADMS. Whilst Transport Officers denigrate

ADMS, we feel this to be hypocritical since they use it themselves to justify the Council low emissions scheme.

- The report which the Council's Director of Place presented to Transport Committee on the 16th May 2019 was entitled "Tackling Air Pollution", which referred to the 'Air Quality Evidence Report- Edinburgh', prepared using the ADMS model. This work was funded and approved by the Scottish Government, so presumably they must have full confidence in ADMS.
- We have pointed out that we do not believe that EnViver would be approved for local air quality management assessment, because it cannot model complex situations like ours. We note that ADMS-Urban includes two specialised modules for dealing with street canyons.
- At the time of writing, 20 residents have written to the Transport Convener stating they do not want to see EnViver used for Roseburn.

The comparative impact for running the cyclists along Roseburn Place would be zero. There would be no detrimental impact to Roseburn Place, for this is the street the cyclist use at present, and no major changes need to be made to the carriageway in order to accommodate them, apart from making it one-way.

(c) The lack of simulation of the proposed system and potential impact on congestion

The Reporter wanted to consider likely changes in journey times for the various transport modes as a result of the scheme in the Order being implemented

I have cycled and timed both routes leaving from the Tescos at the Roseburn Street/Terrace junction. The one via NCR1 takes just one minute longer than the one what would follow the CCWEL. Thus, for the sake of saving one minute, the Council wants to spend millions on a scheme that nobody apart from Sustrans, Spokes and a few cycling campaigners (sadly including our Council leader) want. There are 22,000 vehicles travelling along the A8 every day and about 15,000 people who live or work on or near the CCWEL route [data for Corstorphine at <https://roadtraffic.dft.gov.uk/manualcountpoints/30821>]. All will be massively inconvenienced for the sake of a minute off the journey time.

Bus travel times for those travelling into town on LRT buses 12, 26 and 31 and the various other companies will be made longer by the removal of a bus lane to accommodate the CCWEL. It is difficult to quantify by how much this will slow commuters but it most definitely will take longer.

The potential impact on congestion will be greatest in and around Roseburn. When the water board were digging up one carriageway at Roseburn Terrace in 2016, I filmed the ensuing chaos at rush hour from my bike, in the "mile of cars" video. ([See it here](#)) At peak times there was solid congestion for 1 mile on the A8, all the way from Western Corner to Donaldson's school. Journey times for those on four wheels increased from 3 minutes to 30 minutes.

We have repeatedly asked the Council to carry out some sort of simulation through coning off the streets, to simulate the reduction in carriageway width and have been refused. The Council claims their scheme is impossible to physically model. Rather they have developed a computer programme which, they claim simulates traffic flows. Several of us have seen this video and cannot agree it is realistic. In real life, buses frequently clutch together and they will cause havoc when several queue at Roseburn when the stops are realigned. And at present most crossings use traffic islands as safe haven when elderly people cross; these have the dual advantage of a shorter crossing distance (most noticeably in Roseburn at the Murrayfield Bar crossing) and one that only stops the traffic one side at a time. We cannot see how removing this island,

which will require both lanes to be closed for a longer period (to give time to cross a greater distance) will not create huge jams, especially when the bus stops are moved too. When we asked for the Council's computer model to simulate an unexpected stoppage on the road (as frequently happens, with people parking or making deliveries- this is a busy commercial area after all, and none of the businesses have back door access), there was immediate massive congestion.

We remain convinced that the Council's plan will result, at rush hour, in enormous tailbacks. We envisage they will be at least as bad as that portrayed in the "Mile of Cars" video, with a jam stretching all the way from Western Corner to Donaldson's School. The problem is that Roseburn is enclosed to the north by the Water of Leith and to the south by the railway, so permeability from the West to the City Centre is poor- virtually everything has to go along the A8; this is the main road to Glasgow and all points west of Princes Street. The alternatives that drivers might use are Ravelston Dykes (needs a dogleg detour) and the Western Approach Road, but access to this along Saughtonhall Drive/Balgreen Road/Westfield is already rammed at rush hour.

I have pointed out that the congestion of 50 buses and 600 cars carrying upwards of 5,000 people at rush hour being backed up all along West Coates on one lane from Roseburn all the way back to Haymarket would hugely impact on commuting travel times, yet all the Council officer saw was the odd few minutes delay. Truly, we think Council officers live in a world of make-believe when it comes to traffic modelling.

Congestion will be made far worse by the CCWEL. We asked the police, the ambulance service and the fire brigade how they hoped to negotiate gridlock if they needed to get past here, after the CCWEL was in place. The police and ambulance service were not very concerned, but the fire brigade was. As were Lothian Buses- they initially declared against the cycle track, but were soon bullied into line by the Council. They, like us, could see just how unsuitable the proposal was.

Scotrail also bring their city sprinter trains through here to get to the Haymarket depot (damaged trains must travel by road). On account of low bridges all around Haymarket, their options are limited, so they transport the trains on artics along Roseburn Street and onto Roseburn Terrace. The photo on the petition flyer (Appendix E) shows one being moved at this junction. The CCWEL will put a stop to this. Scotrail refused to comment when asked how they felt about this.

(d) Pedestrian safety, including safety at pedestrian crossings.

The Reporter also wanted to reference the tram track-related court action of cyclists Fairley and Lowdean of 28/6/19, where the judge decreed in favour of the cyclists, that the Council and TIE had failed to take sufficient measures to protect cyclists from accidents.

We are concerned about the CCWEL impact on pedestrian safety at crossings and at bus stops.

Firstly, I have mentioned above about how losing an island in the pedestrian crossings will impact traffic flow but it will also make crossing the A8 more dangerous for those on foot. We are now looking, at Murrayfield Bar, at a crossing of about 9.5m wide on an arterial route that carries 22,000 vehicles a day. The crossing is mostly used by children going to school and elderly people using the shops and going to Roseburn Park. To remove the island which previously split the road into two parts and to force everybody to cross the road in one go is, we consider, to make it more dangerous. This is a notorious accident blackspot and the CCWEL will make it worse. It's going to be twice as far to travel, across what is an extremely busy highway. The islands

were introduced to make crossing such a busy road easier, but the CCWEL means there will not be enough space for them in the future.

The provision of “bus stop islands” for those boarding buses into town is another dangerous proposal. The CCWEL must be accommodated on the north side of the A8, so the means whereby travellers will get onto the buses will be through “bus stop islands” - pedestrians will have to cross the CCWEL to get to the bus stop island to wait for the bus. The riskiest part, I think, will be when elderly people and children alight from a bus. There is a high probability they will walk directly into the path of a bicycle travelling at speed. A broken hip at the age of 80 is often a death sentence; elderly people (there are many in the area) are particularly fearful of the CCWEL.

All the crossings will lose their islands; even the addition of a new crossing at the Roseburn Bar will hardly help at all. The CCWEL will make all crossings more dangerous. There is the factor too, of pedestrians negotiating cyclists travelling in either direction on the CCWEL, immediately followed by having the usual challenge of watching for cars coming from the left and right on the main carriageway.

The Roseburn Vision have long advocated greater use of NCR1 as an alternative to building the CCWEL. When we first called for this, some pro-CCWEL campaigners claimed the NCR1 was dangerous because the latter part of it, near Haymarket, shares the carriageway with the tram coming up to Haymarket, along Haymarket Yards. At this point, let us consider the court judgement in favour of two cyclists against the trams company TIE.

In relation to the “skid and trap risks” of the tracks, it noted the likely outcome of the rider falling. It also noted the separate risks posed by other road traffic crossing the path of or colliding with the unseated or downed rider. It noted that crossing at an angle of 60 degrees seemed safest, as did physical separation of trams and cycles. It noted that to reduce the danger to cyclists, a “jug” has been added at Haymarket. This creates a chicane to enable cyclists to loop left into the taxi rank area and then to turn back right so that they could cross the tram tracks at an angle that is closer to perpendicular.

I myself had a skid accident on the tram tracks at Haymarket leading to a broken wrist and am one of those with a claim against TIE, so I know the danger well. However, I consider that the risk of a cyclist getting caught in the tram tracks along Haymarket Yards is tiny. There is virtually no four-wheeled traffic here. Thus cyclists have all the time they need to position themselves so that they do not need to go near the tram tracks. When I cycle up the Yards, I can choose to keep close to the pavement and trams are so far apart that I seldom need to look out for one. At the top of the Yards, the tram tracks diverge to Haymarket Station before road users have to choose between going right or left, so there is no need to cross the tram tracks at all.

CONCLUSION

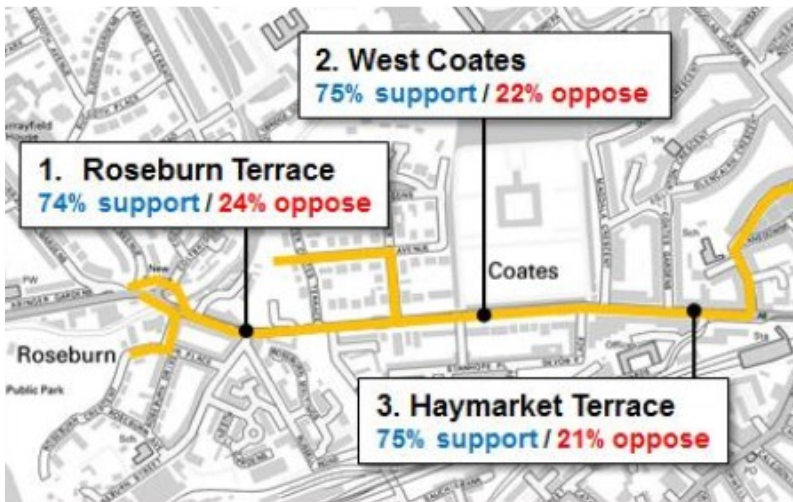
We at the Roseburn Vision hope the Reporter can accept our case that the CCWEL as it presently stands is not a good scheme. We hope that after reading the Roseburn Vision plan for an alternative to the CCWEL that it will be seen to have merit and is practical, and that it meets the aims and objectives of getting more people cycling, with a far lower impact on the environment and adjoining owners- and is far cheaper. It is difficult to attribute costs for our scheme, as we are not quantity surveyors and getting a wayleave to allow cyclists to travel down from Devon Place to Haymarket Yards will depend on landowners. But we would posit the total costs of our scheme as being no greater than the £ 1/2 M mark, and that would be much cheaper than the CCWEL. It would be a far more cost effective, elegant and environmentally friendly alternative to the recommendation of the confirmation of the Order, as advertised. We hope the Reporter agrees.

APPENDIX A

Council claims of support for their protected cycle track scheme running from Roseburn to Haymarket said 74% supported the scheme but an FOI request shows that 80% of those surveyed did not live near or anywhere to the west of the track- so were unlikely to use it. We submitted an FOI to get more information – which showed data was being misrepresented.

The report is at <https://consultationhub.edinburgh.gov.uk/sfc/roseburntoleith/results/rtolw—consultation-report-issue-v3-revised.pdf>

Page 8 of the Report claims widespread support for the track in these areas:



The map suggests support from local areas. The FOI showed that simply was not the case. The [Council response to the FOI request is here](#).

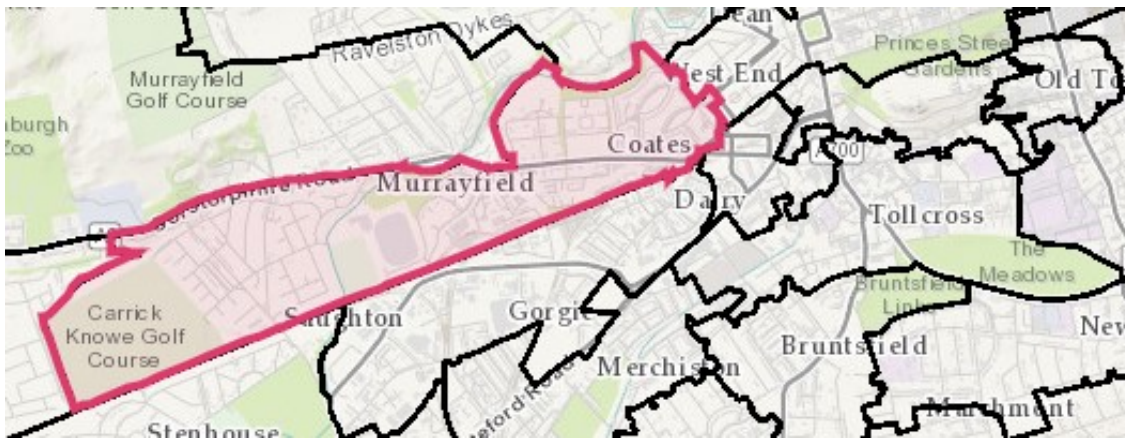
The results show there were 2,247 respondents to the survey– and 1,762 of these neither lived in the area nor in any postcode to the west of the track.

It would be more reasonable to examine the preferences of two far more relevant groups:

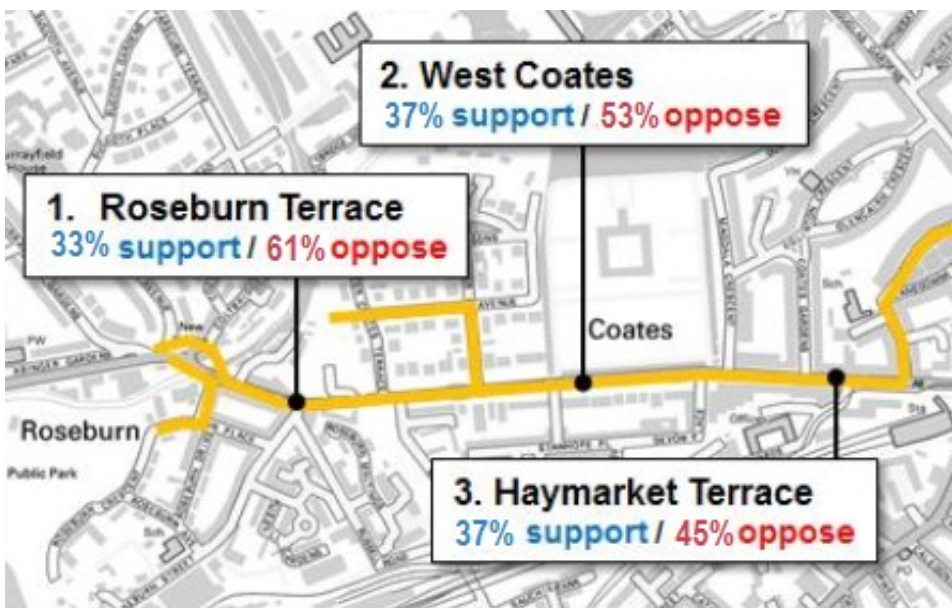
- Those who lived in, or almost in, the area affected
- Those who lived due west of the track and who may therefore be likely to use it to get into town, this being the justification for building the track- ie to encourage those in the west to leave their cars at home.

Those who lived in, or almost in, the area affected

The data from those with postcodes EH12 5** are those living in the pink area outlined here, which includes those living a mile further to the west of the track:

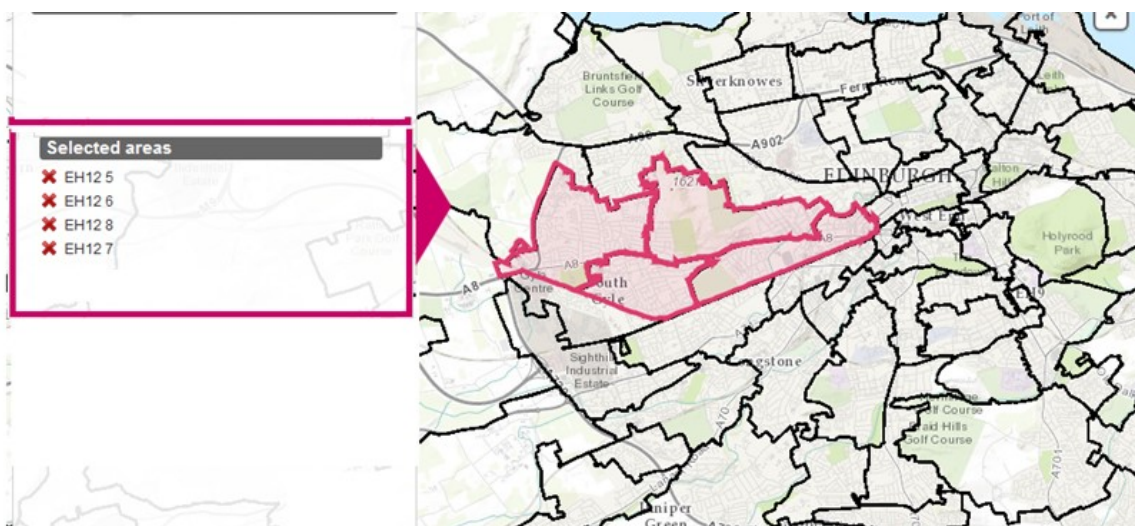


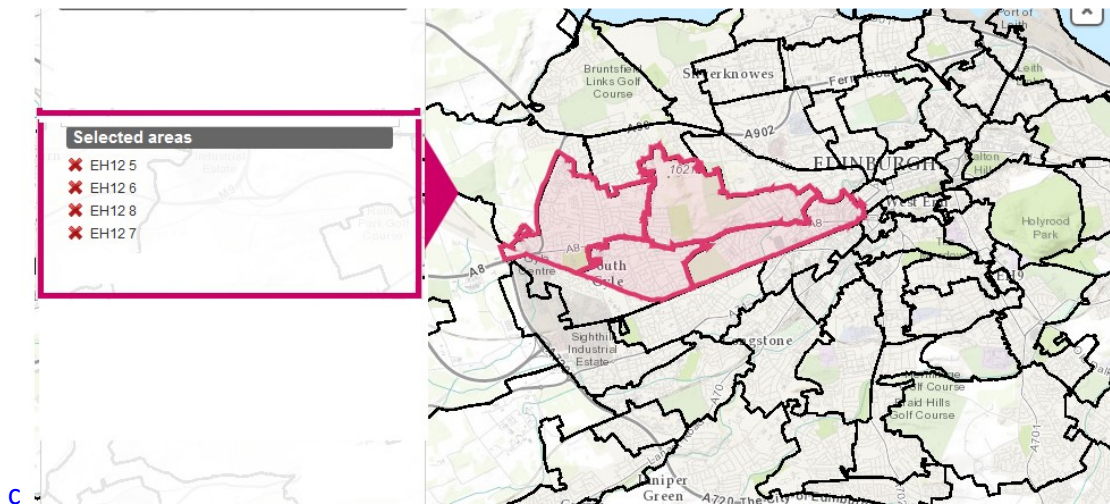
– who submitted 230 responses out of 2247 total. It showed much greater opposition:



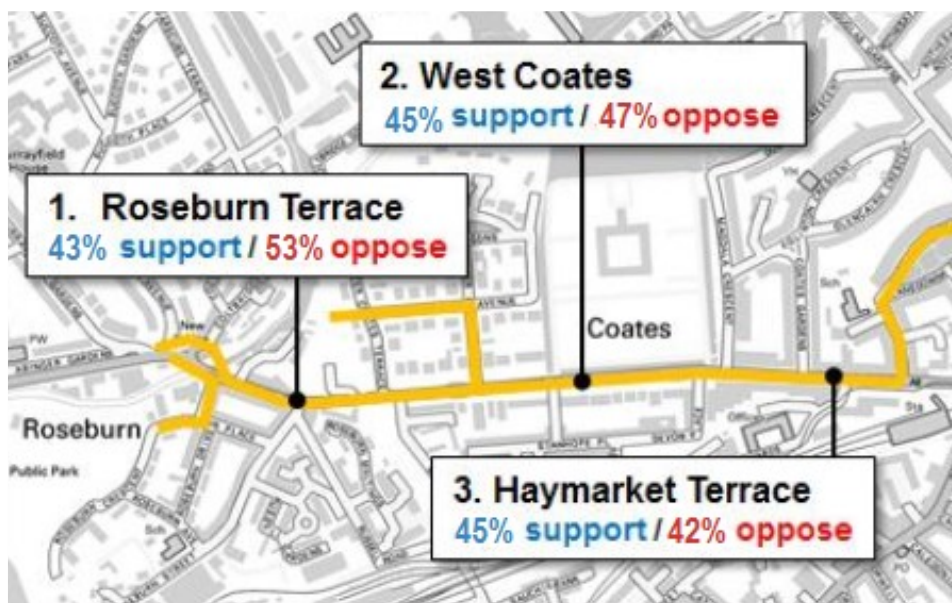
Those who lived due west of the track

The FOI sought the preferences of those who could have a legitimate interest in the development, given that they lived in a postcode where they might use the track. Obviously those that travel in along the A8 to get to the city centre are entitled to be consulted.





The total who responded from the area in pink on this map came to 485 out of the 2247 total. It painted a more positive view of the Council plans, but still in general, opposition:



It shows that considering the views of those likely to be affected or use the development indicates more against it than in favour.

The skewed results are only arrived at if the views of the 1,762 respondents who are unlikely to be affected are included in the data.

It seems unreasonable to include the views of those from the rest of the city. Why should they be consulted? It does not affect their lives, – they are unlikely to be using the track often, if at all- so why should their view be given equal weight to those who are affected? Indeed, 237 either did not provide a postcode or gave a postcode outside the EH range, so over 10% of respondents cannot be shown to even live with Lothian. So why is their view considered important by the Council?

It could be claimed that the Roseburn Vision would be a better scheme to implement. The campaigner's survey of their own scheme to improve cycling safety (with 225 respondents) never fell below an approval rating of 68% for any one item- and was around 80% for most – that low score was for the removal of on-street parking on West Coates- and the campaigners have now changed that part of the proposal as a result, with some parking now included at Kew Terrace for the homes with no front drives.

APPENDIX B

New Survey Launched on Why Bike in the City?

Clearly, with a 9% uplift in the cycling budget, the Council wants to encourage cycling. But how best to achieve this? Cycling officers say that the reason folk don't bike is because cyclists need their own dedicated space in order to feel safe. That may be true, but will a £6.5M protected cycle track actually lead to more people choosing to cycle?

Reports are coming in from around the UK saying that protected cycle tracks are not leading to predicted increases in cycling. A [recent Scotsman report](#) said Edinburgh, Glasgow, Aberdeen and Dundee have built numerous cycle routes – both on and off road – over the past 20 years, but the numbers using them on a daily basis remain stubbornly low. So traders lose parking and there is reduced road space for other vehicles- for what?

Councillors have been convinced by project consultants on the East-West cycle track who predict an increase of approximately 90% in cycle use in the corridor served by the route, amounting to a 16% increase in overall cycle use in the city if it was delivered. They base the need for a protected track on the Sustrans survey [Bike Life Edinburgh](#) of 1,100 Edinburgh residents, which amounts to 0.2% of the city's population.

To find out if these estimates were realistic, the [Roseburn Vision group](#) asked citizens why they don't cycle into town and what would get them onto two wheels. You can see the route from [Roseburn to the top of Leith walk here](#). We also asked if residents think congestion is a problem and how it might be tackled. This survey was aimed at all those, young and old, who don't cycle to work or study or shop at present.

This became our "Why Bike? Survey"

The survey was publicised through the Evening News (article and letters page), the Murrayfield Grapevine (article), various Facebook groups (Corstorphine – a Friendly Village, etc), to Spokes, email, through 2,000 flyers to homes and shops and 200 posters in shops and notice boards at Roseburn, Haymarket and other shops on the West-East cycle track route.

There were 1,001 responses. (837 on-line using Survey Monkey, 164 by paper).

The survey showed the track would encourage 69 new people to cycle into town, this being the number who don't cycle into town at present, that ranked it top of 9 factors that would change their behaviour.

After analysis, the top-ranked element was "Better access to off-road paths and fewer cycling black spots at crossings", followed by the protected track, followed by (pothole-free) cycle lanes, then fewer hills/better weather, then showers and lockers for changing at work, then fewer cars, then better bike parking facilities, then bike racks on buses, free to use. However a huge number, 441 of 641, or 69%, indicated that nothing would induce them to cycle.

Those who do cycle into town at present were asked if they'd use the track – of those, 70% said they would.

Respondents were also asked about congestion in the city centre- of the 549 who answered this section, 133 thought there was not a problem. But more, 136, felt cheaper bus fares would encourage more people to leave the car at home. After analysis, this was top-ranked element, followed by many who thought congestion charging would help (on the basis that residents living within the zone would not pay the charge, nor would disabled drivers or electric cars, and those entering the charge zone would never be charged

more than a day saver on the bus). Next most popular proposal was for more pedestrian “No-car” zones, one-way streets, traffic restrictions, protected cycle tracks, etc. This was followed by a workplace parking levy that employers would pay, then higher parking charges. Least popular were penalties for those driving without passengers – or number plate restrictions.

The summary data can be downloaded here as a pdf: <http://www.kidsnotsuits.com/wp-content/uploads/2018/07/WhyBikeSummaryData.pdf>

APPENDIX C

87 Traders between Roseburn and Haymarket that will suffer detriment by the CCWEL

Company	Address
The Murrayfield Laundrette	1 Murrayfield Place
Hairdressers	2 Murrayfield Place
Brendan Haddock Jewellers	4 Murrayfield Place
Colpamia + Fleurs Coffee Shop	6-8 Murrayfield Place
Chapmans	26 Roseburn Terrace
Connell McFadden Estate Agents	Roseburn Terrace
Turkish Barbers	22 Roseburn Terrace
3d Cakes	20 Roseburn Terrace
Smoothies Beauty Clinic	14 Roseburn Terrace
PC Doctor & Moving Pictures	12 Roseburn Terrace
HUI Takeaway	10 Roseburn Terrace
Roseburn Café	8 Roseburn Terrace, EH12 6AW
Roseburn Shoe Repairs	6 Roseburn Terrace
Fresh	4 Roseburn Terrace
Vigo Delicatessen	2A Roseburn Terrace
EH Dental Care	2 Roseburn Terrace, EH12 6AW
Murrayfield Bar	57-59 Roseburn Terrace
Buna Coffeeshop-deli	53 Roseburn Terrace
Eat'n'Joy	49 Roseburn Terrace
Scotmid	47 Roseburn Terrace
House of hound; woof@thehouseofhound.co.uk;	43 Roseburn Terrace
U beaty Therapy	41 Roseburn Terrace
Jasminfrench.co.uk	39 Roseburn Terrace
Ikina studio	35 Roseburn Terrace
Simon Scotts Collectables	33 Roseburn Terrace
Conservative MSPs	31 Roseburn Terrace
Delta Takeaway	27 Roseburn Terrace
Thallon Soulis	21 Roseburn Terrace
Art et Facts	19 Roseburn Terrace, EH12 5NG

Clancy's Solicitors & Estate Agents	15 Roseburn Terrace
Opticians purple_specs@hotmail.com; info@anitaglasbyoptometry.co.uk	13 Roseburn Terrace
RightMedicine Pharmacy	18 Roseburn Terrace
Claire Doig Hairdressing	
Roseburn Bar	1-3 Roseburn Terrace
Wight's Chiropracters	30 Roseburn Place
JRM Coachworks	Roseburn Street
Tescos	
iHoliday Hotel	6 West Coates, EH125JG.
The Dunstane	4 West Coates EH12 5JQ
4Kt Guesthouse	4 Kew Terrace, EH12 5JE
Kew House	1 Kew Terrace
The Edinburgh Lodge	6 Hampton Terrace, West Coates, EH12 5JD
Lezzetli Bar	87 Haymarket Terrace
Fine Fellas Barbers	Haymarket Terrace
David Drummond Sewing Machines	79-81 Haymarket Terrace
De-Luxe Cards & Dry-Cleaning	75 Haymarket Terrace, EH12 5HD
Zest Skin Spa	71 Haymarket Terrace
Purdie & Co solicitors & Estate Agents	69 Haymarket Terrace EH12 5HD
Cairn Housing Association	65 Haymarket Terrace
Apex Hotel	90 Haymarket Terrace
HauHan Hong Kong Dinner	88? Haymarket Terrace
Elmslies Solicitors & Estate Agents	86 Haymarket Terrace EH12 5LQ
BLKWKR Tattoo Studio	84 Haymarket Terrace EH12 5LQ
Cucina	68 Haymarket Terrace, EH12 5LQ
Caldow Salon	64 Haymarket Terrace, EH12 5LA
Jacob's Café	Haymarket Terrace
Edinburgh Kilt Hire Co	54 Haymarket Terrace, EH12 5LA
White Orchid Spa	50 Haymarket Terrace, EH12 5LA
Fleurs de fleur	46 Haymarket Terrace
Thrifty Car Rental	44 Haymarket Terrace
Violin-maker	Haymarket Terrace;
Colour Sound	42A Haymarket Terrace
Premier Connections	40 Haymarket Terrace
Conneta & Co	32 Haymarket Terrace
Pippin Gifts	30 Haymarket Terrace
Vietnam House Art Gallery	28 Haymarket Terrace
Bagpipes Galore	info@bagpipe.co.uk
Caroline Murray Hairdressing	26 Haymarket Terrace
The Handmade Factory	20 Haymarket Terrace
Maybury's Cards and Gifts; mayburyscards@aol.co.uk	18 Haymarket Terrace, EH12 5JZ
Sandwich Culture	24 Haymarket Terrace, EH12 5JZ

T W Scott (Painting Contractors) Ltd	10 Haymarket Terrace
First Fifteen	6/8 Haymarket Terrace
Nomad Café	2 Haymarket Terrace
The Station Takeaway	10 Clifton Terrace, EH12 5DR
La Bruschetta	13 Clifton Terrace
Haymarket Hotel	1-5 Coates Gardens EH12 5LG
Lairg Hotel	9-11 Coates Gardens EH12 5LG
Piries Hotel	4-8 Coates Gardens EH12 5LG
Air B'N'B flat	2A Coates Gardens EH12 5LG
No 32 Hotel	32 Coates Gardens EH12 5LE
Palace Residential	5 Roseberry Crescent
My Edinburgh Life	14 Roseberry Crescent
1 Grosvenor Gardens Guest House	1 Grosvenor Gardens
Taxis	Central Taxis (HQ Sighthill)
Taxis	City Cabs (HQ Atholl pl)

APPENDIX D

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.

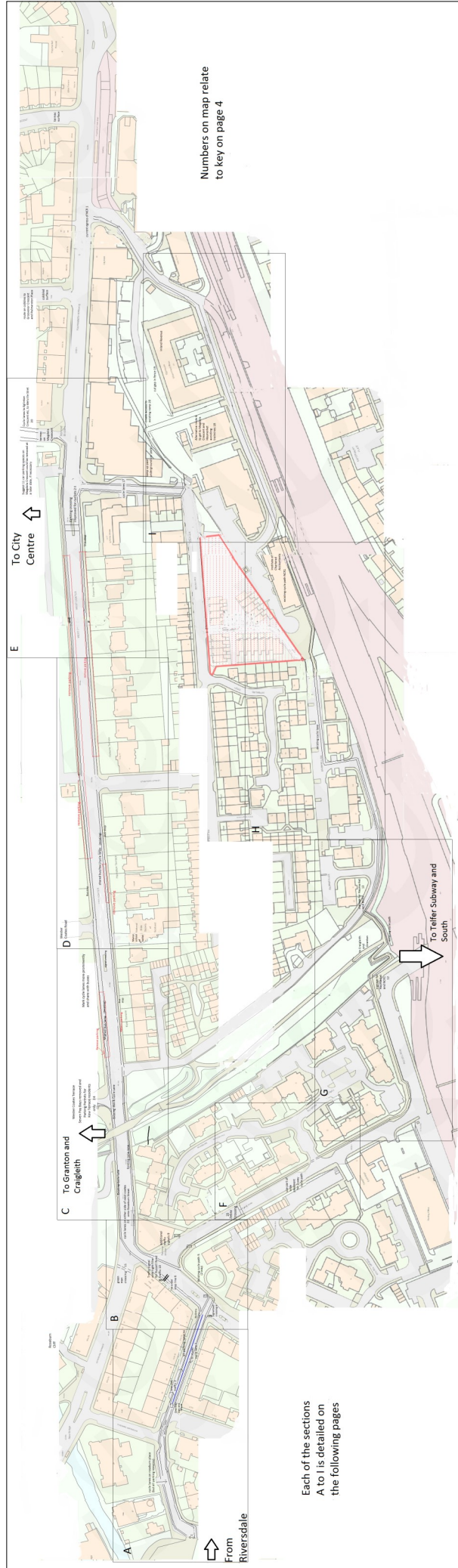


CHANGES PROPOSED

(Numbers refer to changes on sections of map)

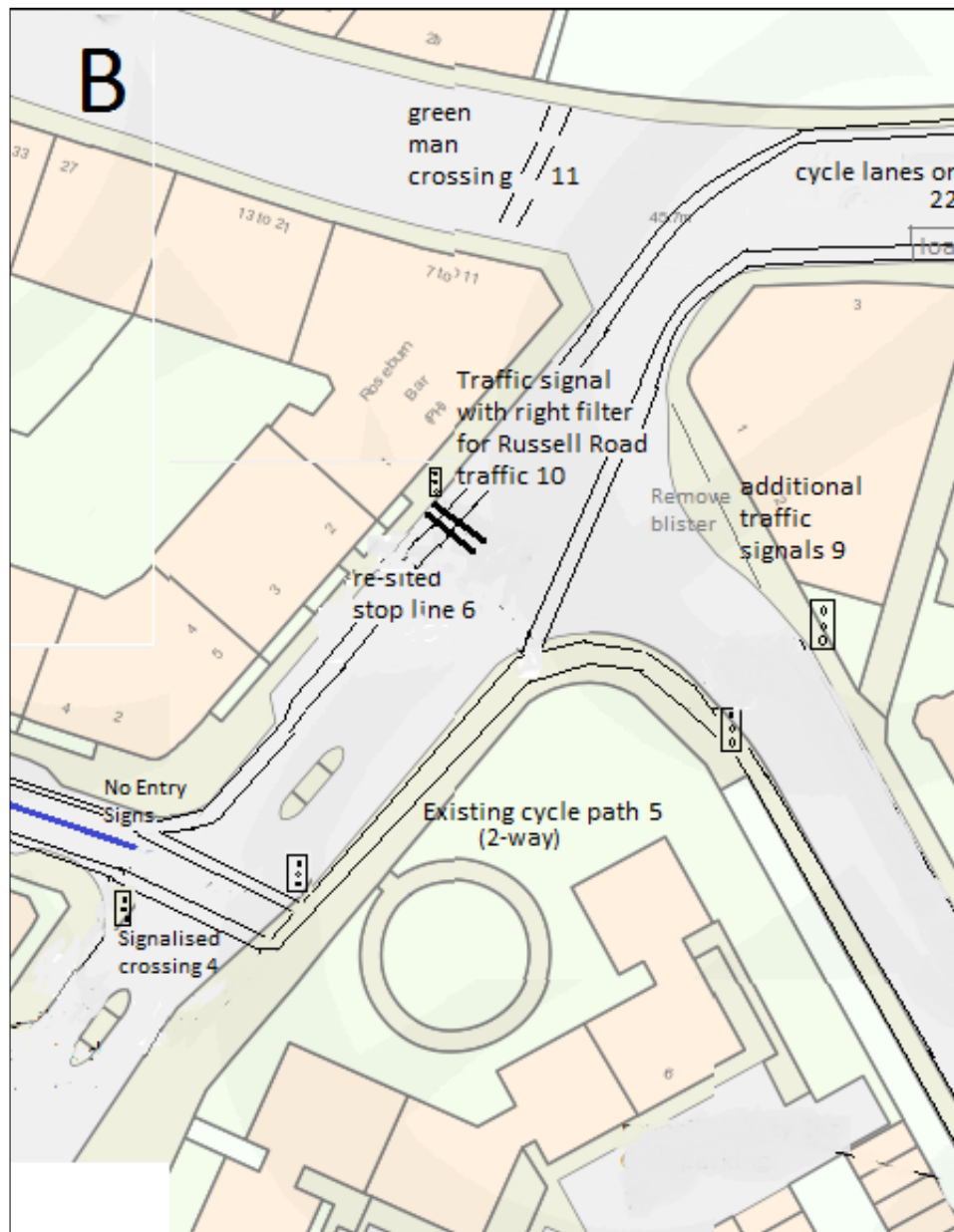
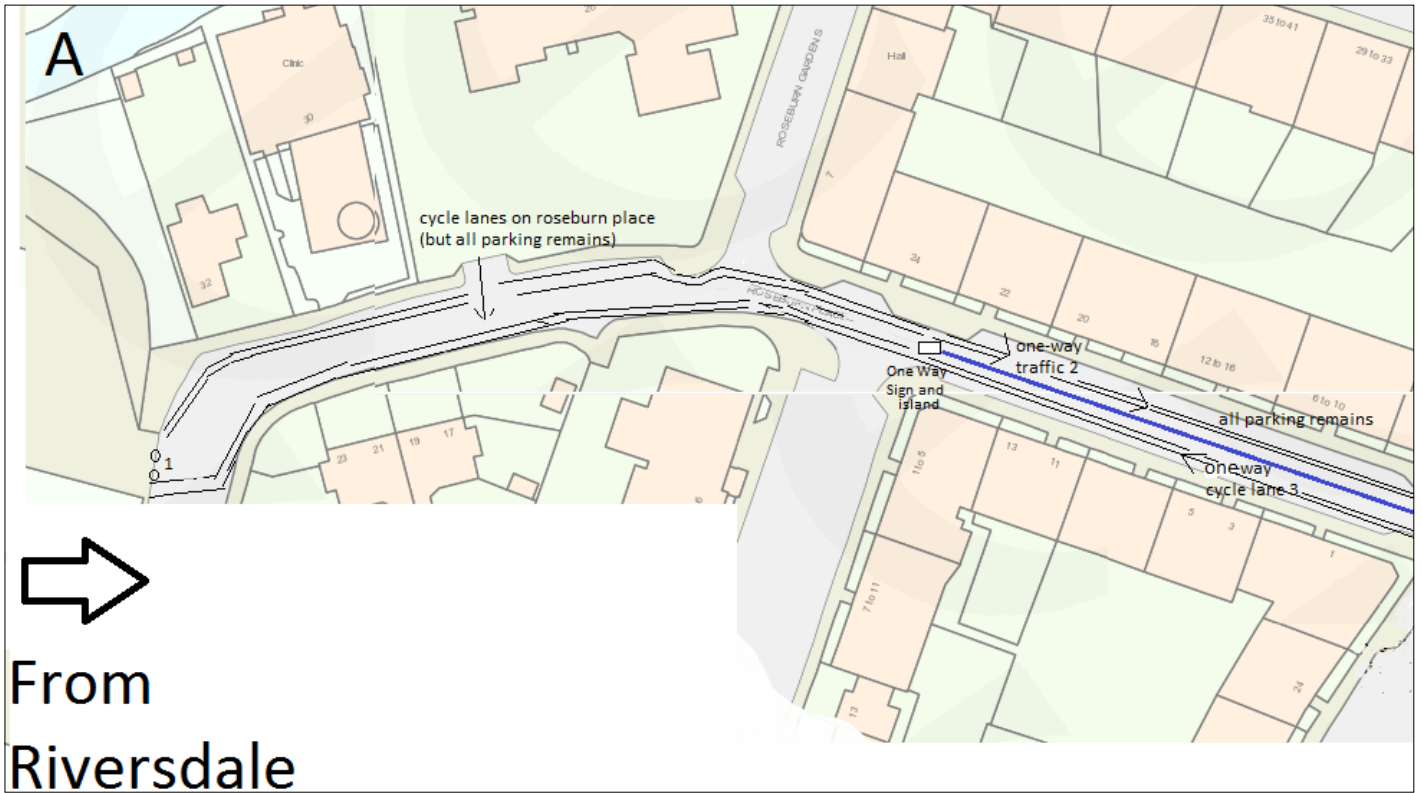
1. Bollards at Roseburn Park entrance to prevent parking and obstruction of passage. Also to indicate traffic danger to kids with new play park in mind.
2. Roseburn Place: One-way traffic down Roseburn Place to prevent rat-running from Roseburn Street. No street closures.
3. Cyclists able to travel in 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

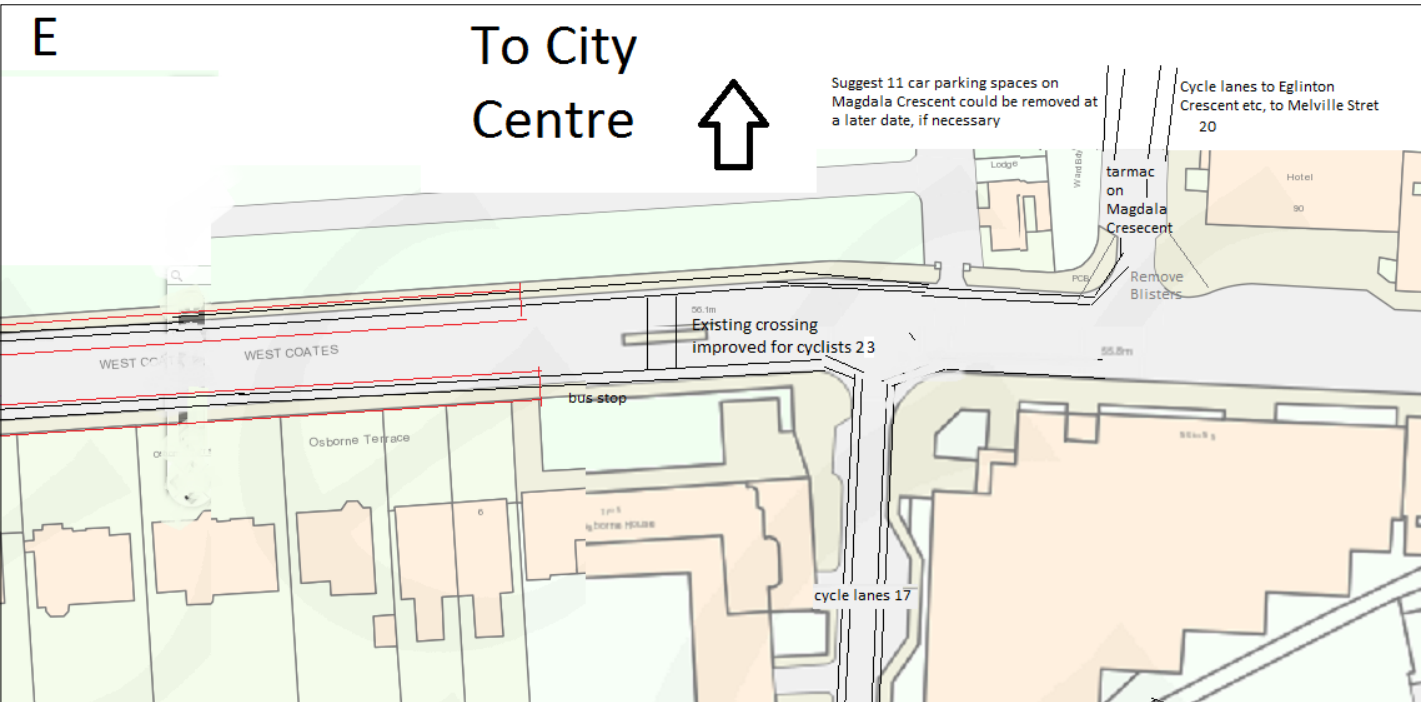
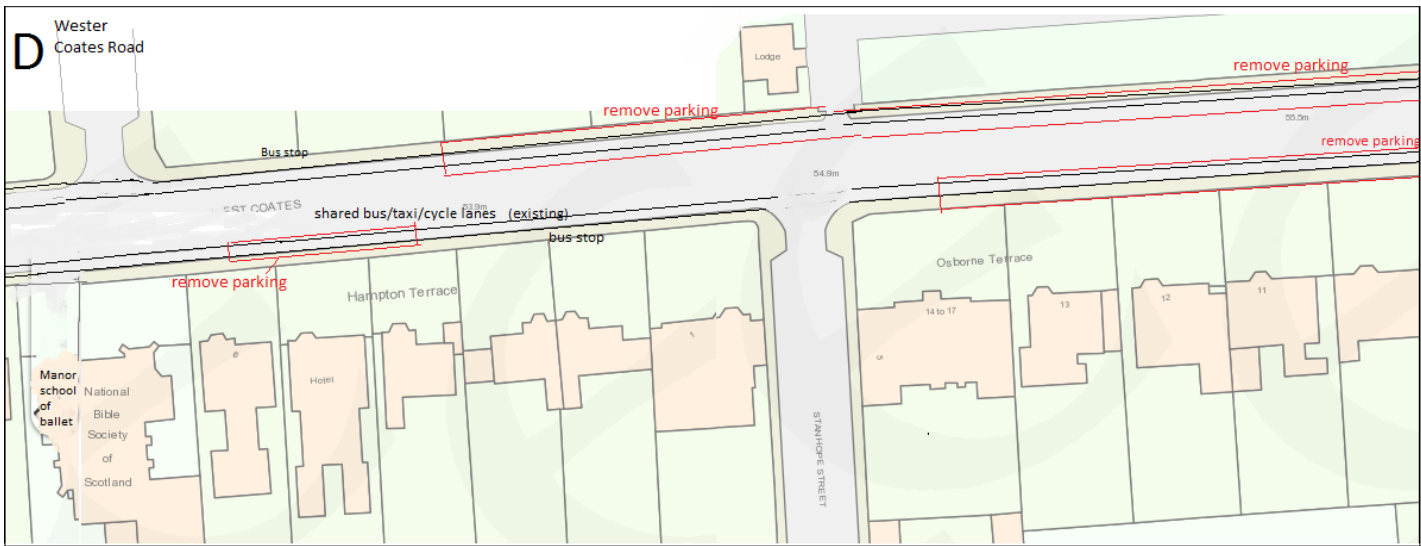
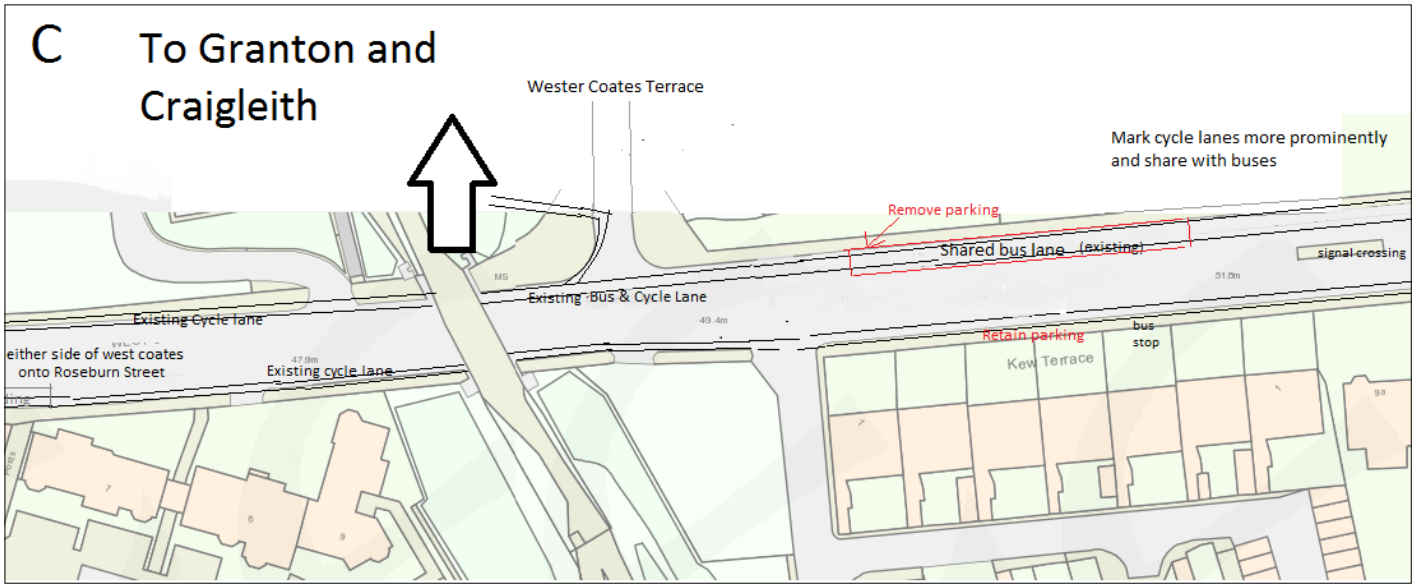
Roseburn Vision- the detail

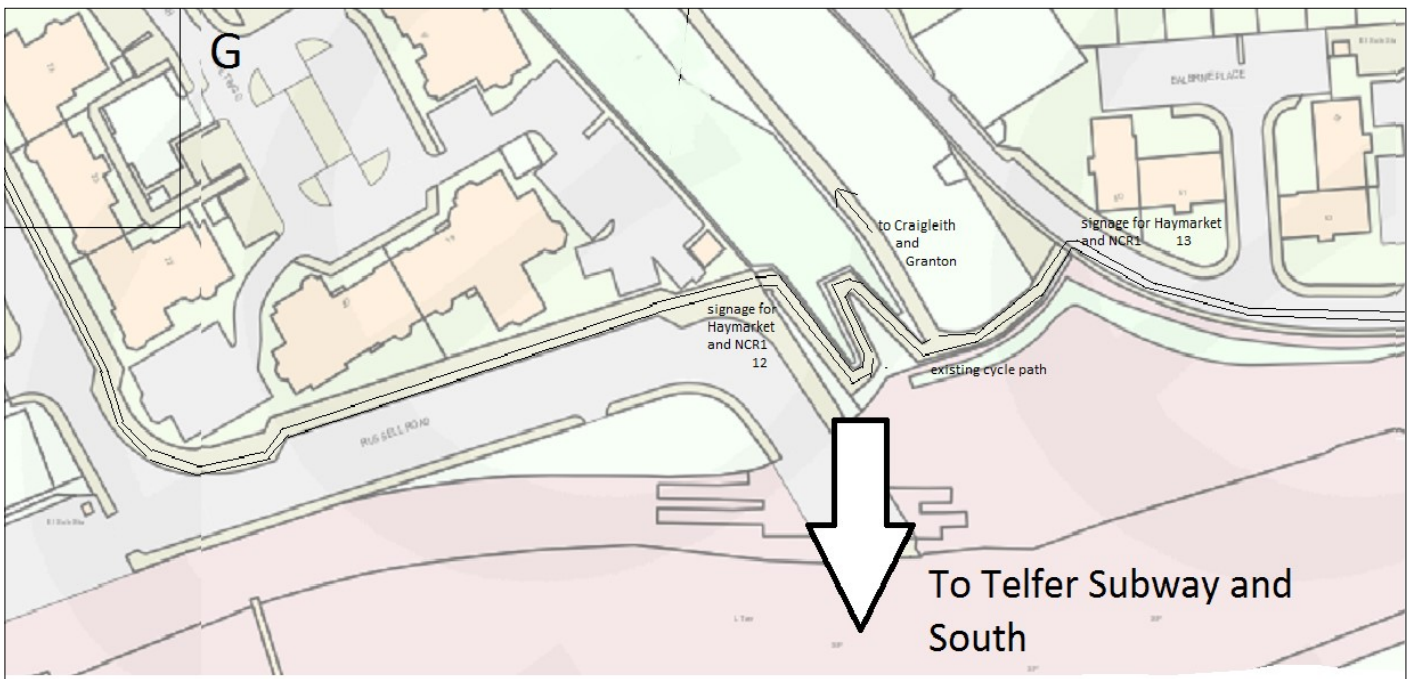


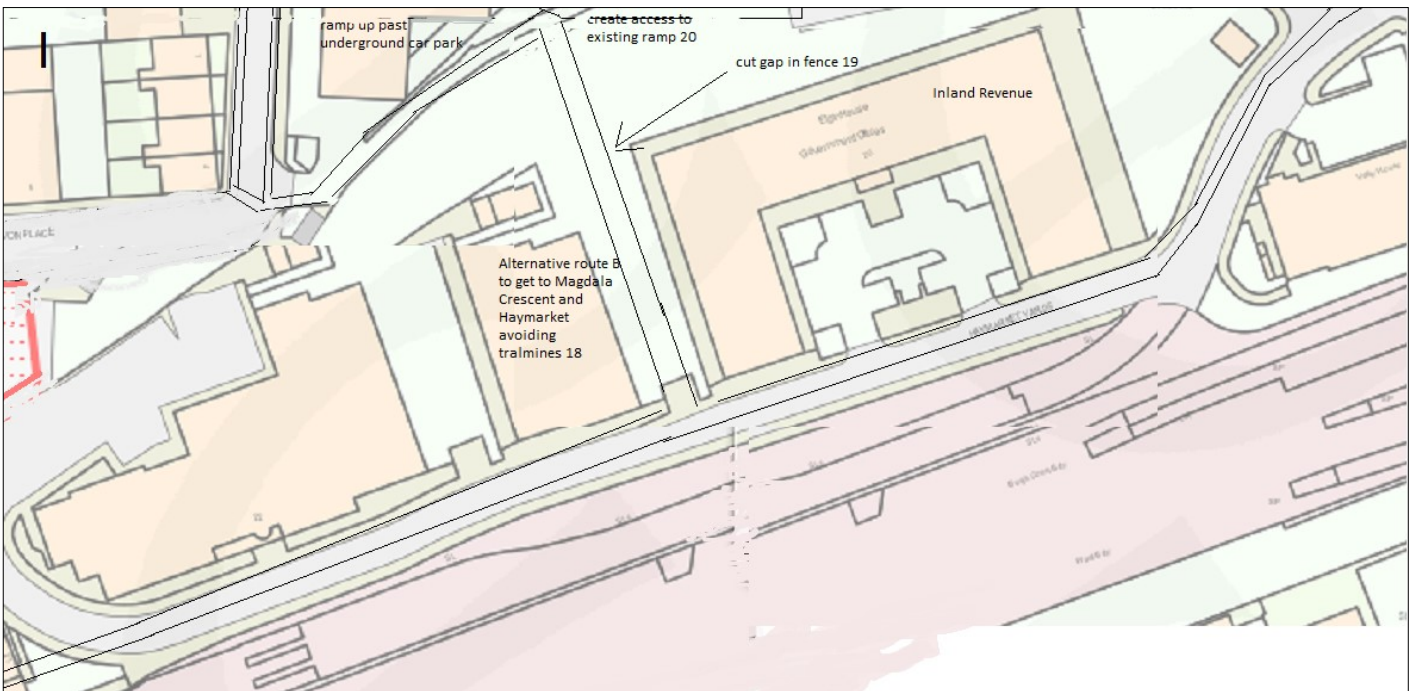
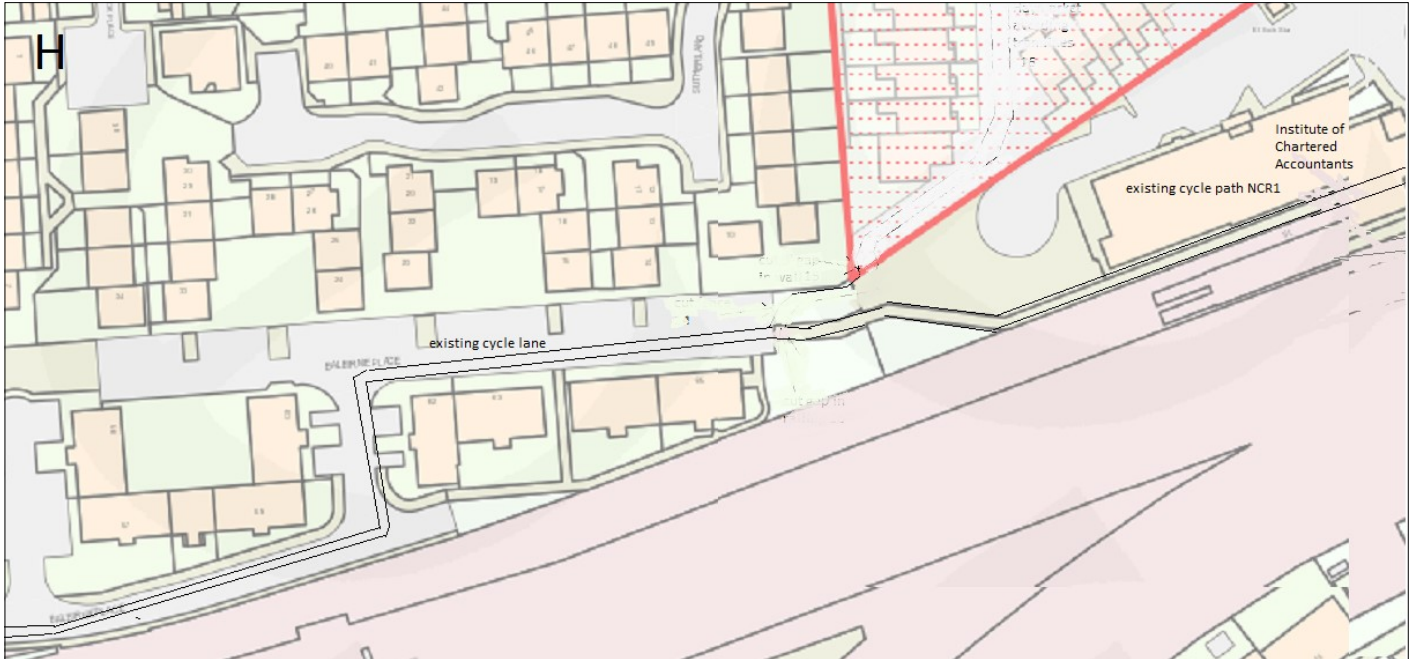
Each of the sections A to I is detailed on the following pages

Numbers on map relate to key on page 4









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 scheme	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%

APPENDIX E

PLEASE DO NOT SIGN IF YOU SIGNED THE PREVIOUS VERSION. THIS PETITION IS ONLY OPEN TO CITIZENS OF EDINBURGH

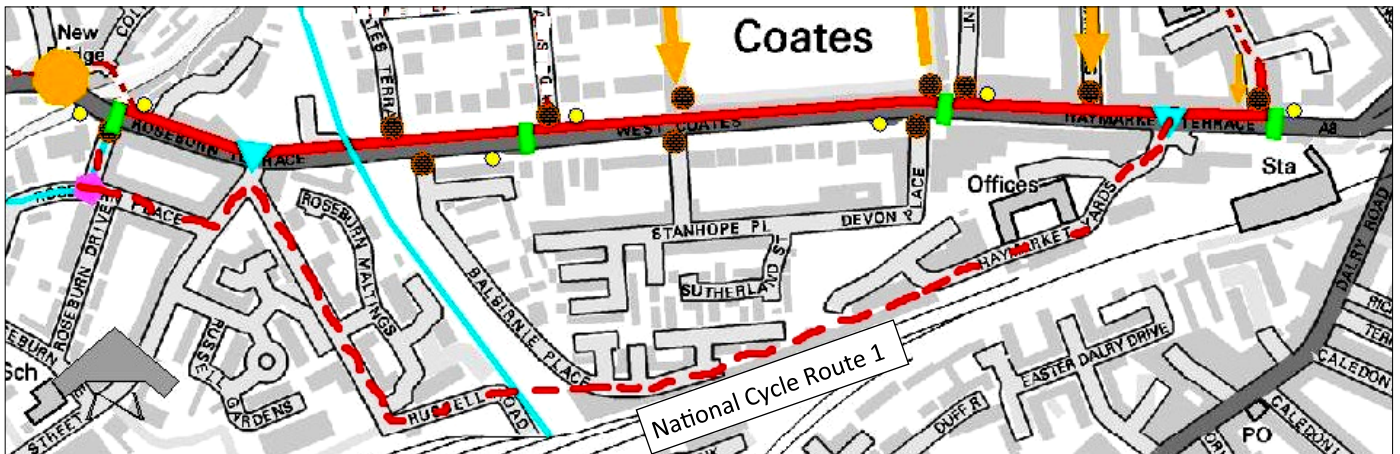
Petition reopened

Petition against the West Coates Cycle Track in favour of NCR 1

"We oppose the proposed 2-way protected cycle track along busy Roseburn Terrace, West Coates and Haymarket Terrace.

We believe this track, marked by the solid red line below, will harm Roseburn businesses by preventing parking outside the shops for delivery vans and shoppers. The withdrawal of off-peak parking, with the introduction of 24hr waiting restrictions and double red lines will severely curtail trade. The reduction of four lanes of traffic at peak times to two will lead to serious congestion. We believe the removal of the staggered crossings along the route will make crossing the A8 more dangerous and the removal of the westbound bus lane will cause bus delays. We believe the track will adversely affect Haymarket businesses too- and moving the taxi rank will be bad for both taxi drivers and disabled people using the train.

However, we do support the use of the existing National Cycle Route 1 (NCR 1) as an alternative. This quiet route along Balbirnie Place, marked by the dashed red line below, is in keeping with the Council's proposed network of 'Quiet Routes', which aims to provide a pleasant and welcoming environment for all users.

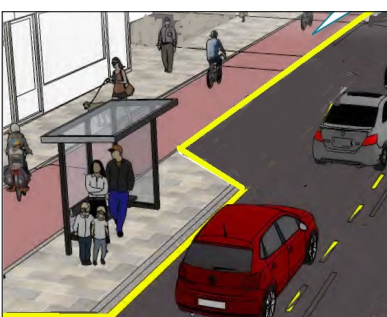


This petition can be signed at the traders who line the route of the track or online at tinyurl.com/ja2p2kv

The previous version of this petition collected 2,600 signatures, but closed when the Council consultation ended. However, the Council have decided to postpone their decision on the track till June at least. We are therefore "re-opening" our petition and will not close it till the Council sets a date.

The traders have written an open letter to the Council pointing out that the track will ruin their businesses. The claim that shops benefit from cycle tracks is based on US studies- Ninth Street in New York for example- with wide roads built for the car, where parking does not have to be removed to fit in the track in. (Roseburn Terrace was designed before bicycles were invented in 1817 and long before cars were thought of). None of the US streets were arterial, either.

Lothian Buses and Living Streets Edinburgh oppose the track on the grounds it will increase congestion and air pollution. They are also unhappy about the bus-stop "islands" whereby pedestrians must cross the cycle track to get on and off the bus.

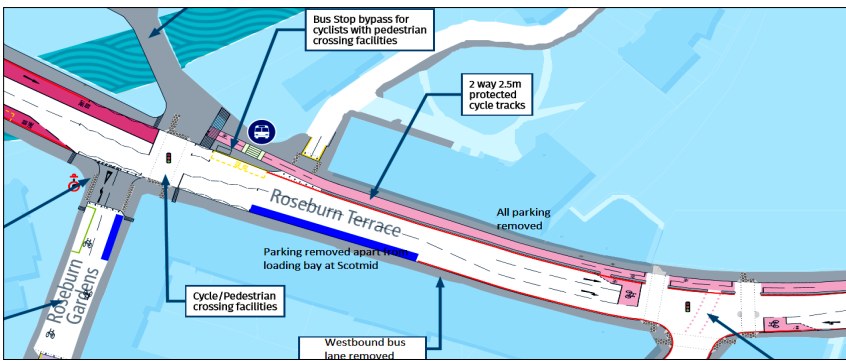


Full details of the Council's proposals can be seen at: tinyurl.com/zmb17s2. The petition website is at: www.kidsnotsuits.co.uk

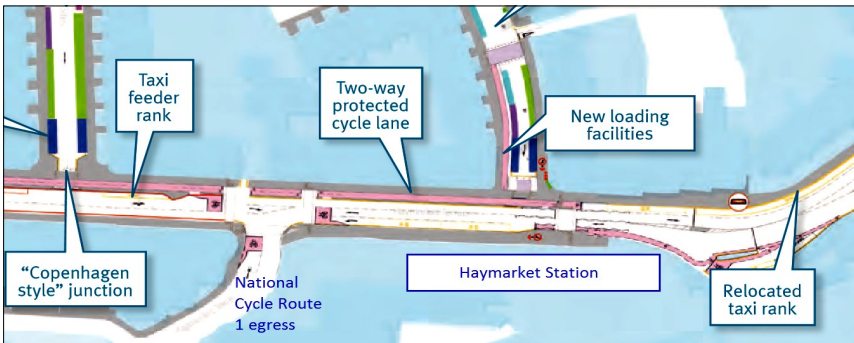
The Council has done no traffic modelling for their proposals, but we have. At peak hour, we counted 1,200 cars, 160 taxis, 90 buses and 40 lorries- transporting around 12,000 people, whose journey times will be massively extended as a result of the track. All this to accommodate, at rush hour, 40 cyclists. More overleaf...



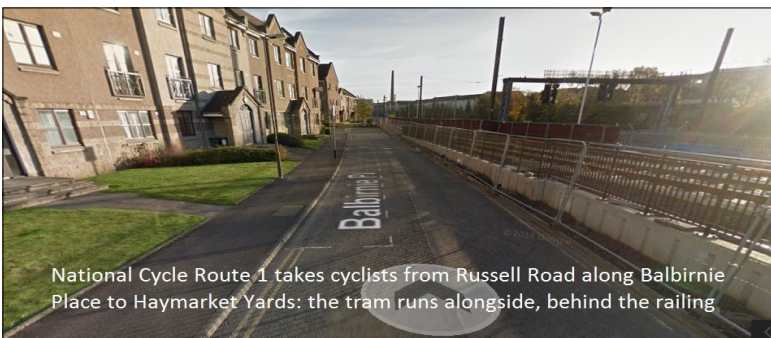
Track's impact on Roseburn



Track's impact on Haymarket



The existing NCR1 runs from Land's End to John o' Groats. Sustrans called for this route to help cyclists through the city. But cyclists seldom use it because few are aware of its existence; its signage is poor.



Those using taxis and trains will suffer too.



So far 230 cyclists have come out against the track. Cyclists say:

"We support cycle tracks in the right places. But Roseburn Terrace is too narrow for one and we already have a track. We do not think the Council should be spending £1M on a track we do not need; rather the money should be spent improving the signage of the existing track (NCR1), which the Council neglected to mention in their consultation leaflets, which they also, incidentally, forgot to deliver to residents. The money should also be spent fixing the existing black spots for cyclists in the city, as well as the potholes that make the roads so unpleasant to travel on for everyone."

APPENDIX F

Petitions (Closed) -

CCWEL Cycle link - Small Business Compensation scheme

Petition details

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.

Petition Status—Closed

Petition submitted by (Business or Individual)- Business

Name of petitioner- Mr George Rendall

Opening date- 18/01/2019

Closing date- 31/01/2019

Total signatories- 28 (Business) and 89 (Individual)

Petition Outcome

This petition will be considered by the Transport and Environment Committee on 28 February 2019.

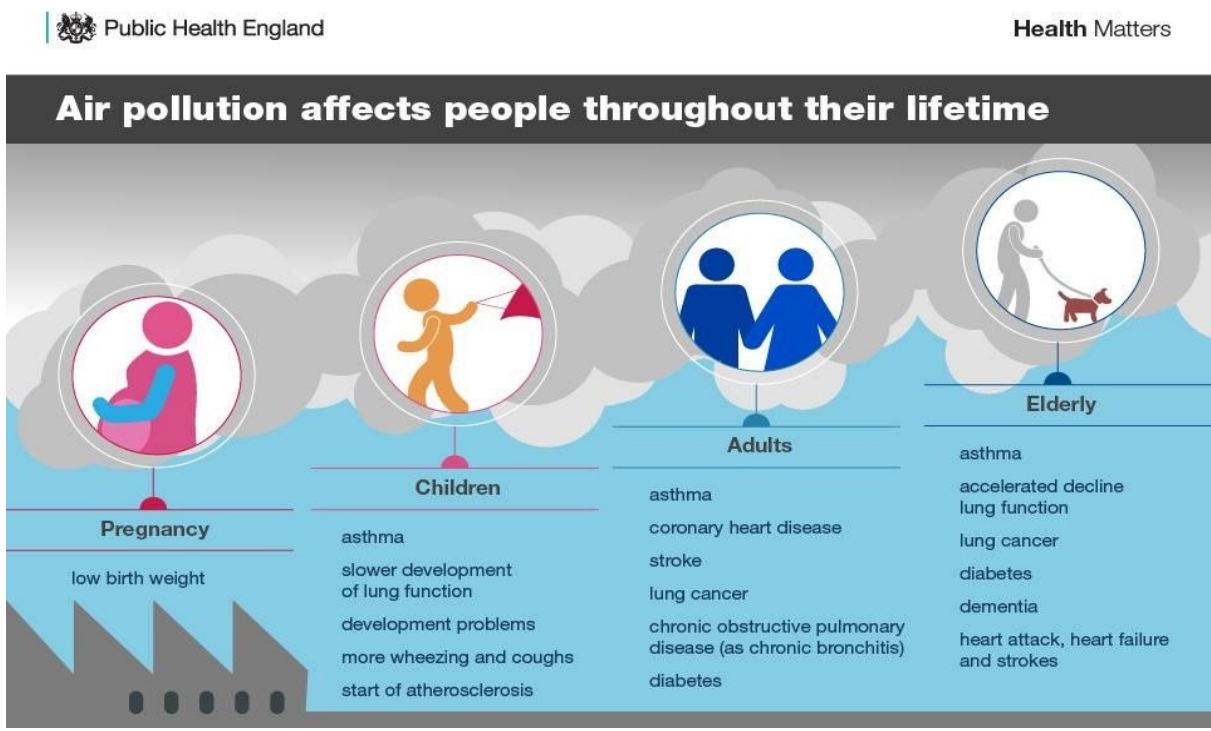
APPENDIX G

WHY THE CYCLE TRACK WILL PUSH AIR POLLUTION IN ROSEBURN TERRACE TO DANGEROUS LEVELS

The following is based on recent research by John Lamb, retired after 20 years working to improve air quality in Scotland. It shows how the CCWEL cycle track will lead to breaches in the legal limit of NO₂. John is ex-SEPA and lives in Murrayfield (and tweets with #Roseburnterrace).

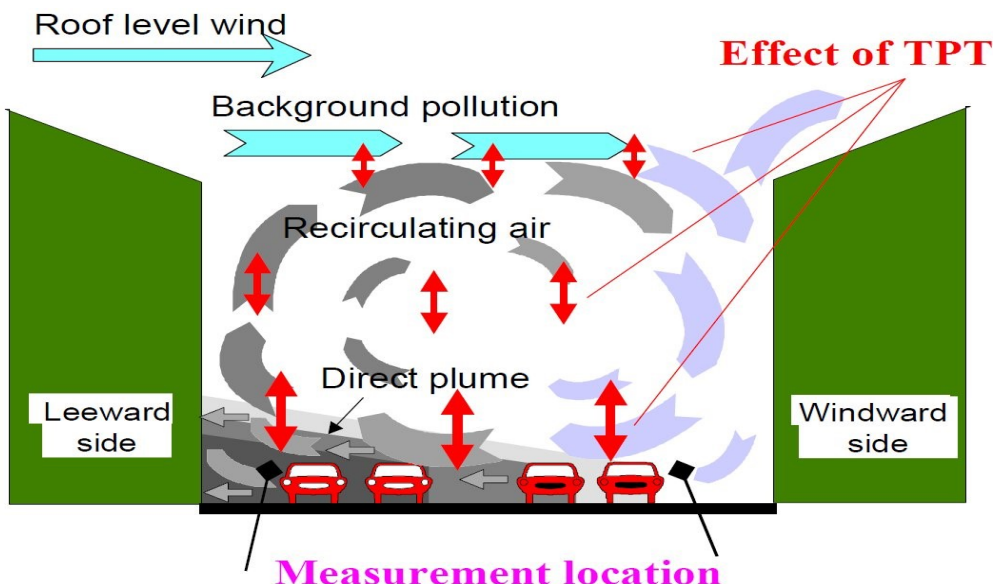
LEVELS OF NO₂

Nitrogen dioxide (NO₂) is the measure of pollution. The higher the NO₂, the greater damage to your health. The legal limit is 40. Scotland’s most polluted street, St. John’s Road in Corstorphine, showed a roadside measurement of NO₂ of 44 µg/m³ in 2018 . The roadside measurement of NO₂ in Roseburn Terrace in 2017 was 43 µg/m³ - and the cycleway will make it worse. [John has reported this to Christine Jardine MP, Alex Cole-Hamilton MSP and Friends of the Earth Scotland in early March 2019.]. This is the impact on health:



AIR QUALITY

Roseburn Terrace is a street canyon. Street canyons trap pollution from traffic. The effect of street canyons on air circulation can be illustrated thus:



This graphic explains why the leeward side gathers greater NO2 levels. The leeward side in Roseburn is the south side. The prevailing wind comes from the south-west. Thus it builds up on the south side of the street, where the roadside concentration of nitrogen dioxide is almost the same as St. John's Road. This is because pollution from traffic is carried to the south side of the street, where it builds up because dispersion is very poor. Nitrogen dioxide (NO2) on the north side of the street was 32 ug/m3 and in the south 43ug/m3.

The shops on the south side are Scotmid, House of Hound, Art et Facts, Simon Smith Collectables, Conservative Party constituency offices, etc.

The picture below shows how, at present, parked vehicles push traffic to the lanes in the middle of the street, increasing the distance between exhaust and flats, allowing NO2 to dilute before it reaches the measuring device. (the measuring device is sited on a post at the edge of the pavement, outside the Simon Scott Collectibles shop).



The problem is that the CCWEL cycleway will move traffic closer to the south side kerb, reduce the dilution & therefore INCREASE pollution. See the street layout on next page for details. Residents and traders operating from numbers 13 to 41 Roseburn Terrace are most at risk, as they will lose all parking/loading, bringing traffic closer to their homes and shops, leading to the loss of dilution.

CONCLUSION

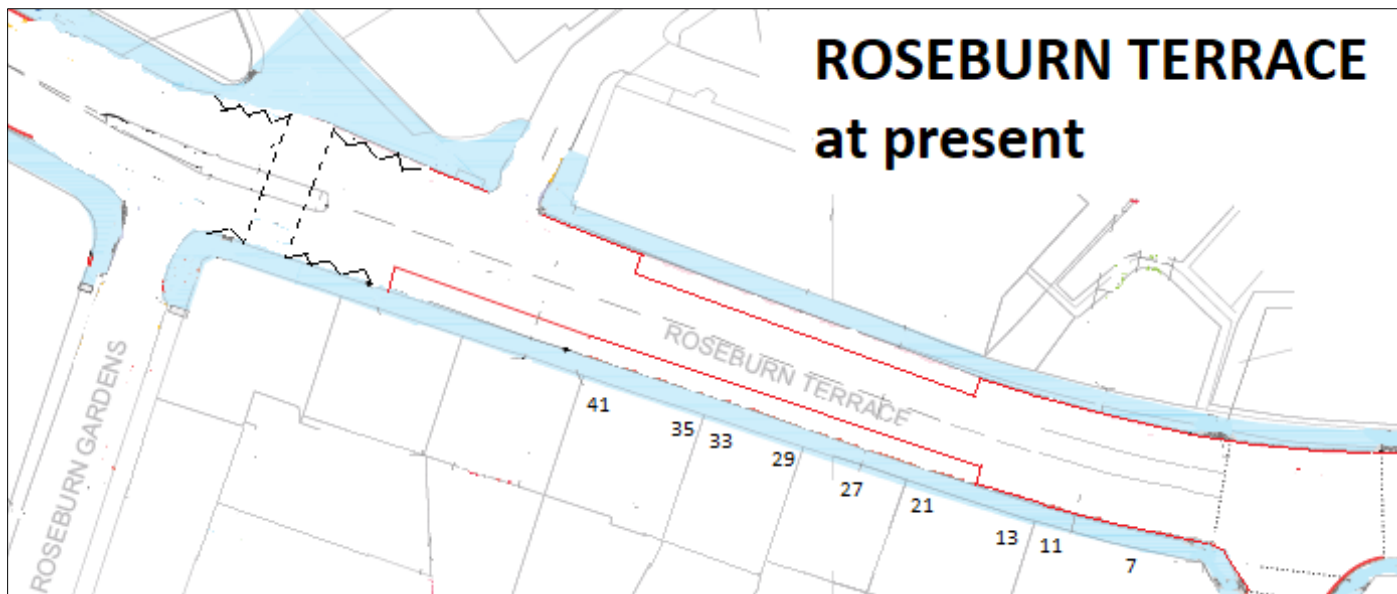
CEC must commission an air quality and health study that will assess the impact of the CCWEL on health and air quality. This should be done by a consultant - not SEPA. CEC require developers to submit one for projects such as this- but CEC itself does not.

John notes: "Buildings can affect the way air pollutants are dispersed through street design and the resulting impact on air flow. Addressing air pollution at the planning stage for major developments may reduce the need for more expensive remedial action". As noted in National Institute for Health and Care Excellence (NICE) guidance "Assessing proposals to minimise and mitigate road-traffic-related air pollution will help to ensure they are robust and evidence based." (see Air pollution: outdoor air quality and health at

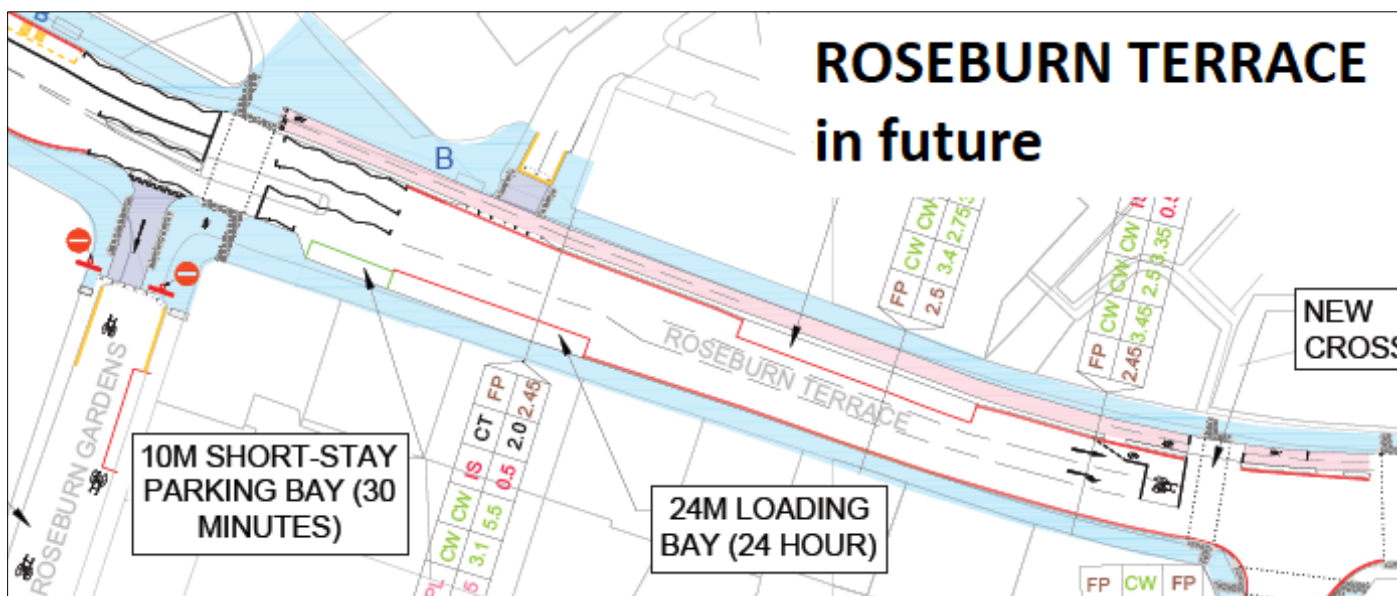
<https://www.nice.org.uk/guidance/qs181/chapter/Quality-statement-2-Planning-applications>)

FoE Scotland wrote in their consultation response to CEC that re: Roseburn cycleway: "If air quality modelling, when conducted, indicates that there may be adverse impacts on air quality, the Council must include mitigation measures" .

More info at www.tinyurl.com/trackmustpay



Total parking/loading will be reduced from 40m to 28m on the north side and from 68m to 34m on the south side. Parking /loading outside numbers 13 to 41 will disappear, bringing traffic closer to homes and reducing dilution of pollution, thereby raising NO2 to dangerous levels.



APPENDIX H

The figure is not 35 but 40.3. The measurements are wrong and have not been calculated in line with official guidance.

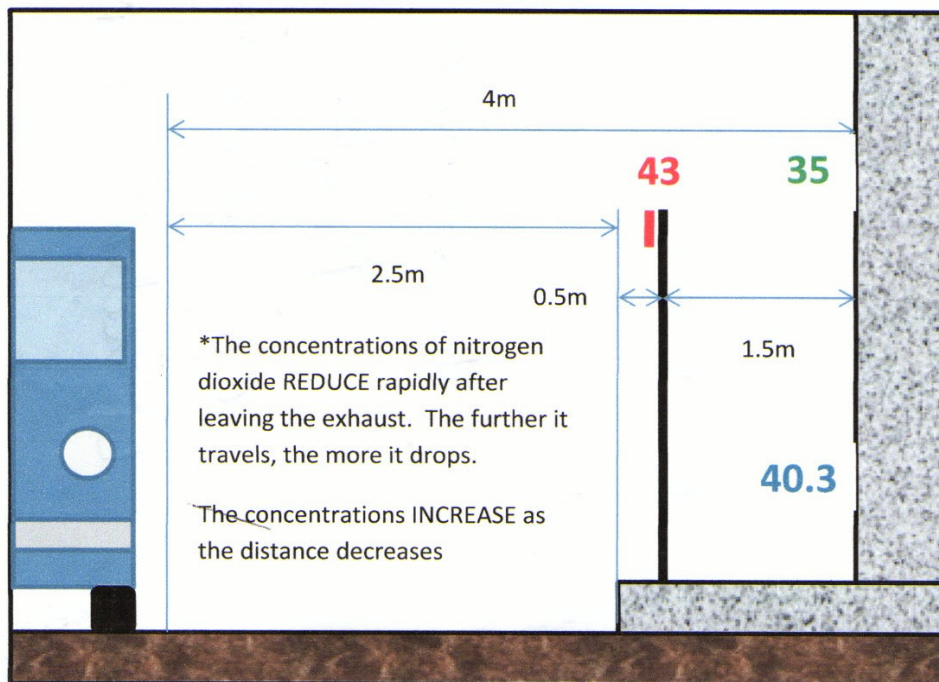
Passive Diffusion Tube Measurements in Roseburn Terrace

LAQM TG16 (Paragraph 7.79 states) clearly states "When using the NO₂ fall-off with distance calculator, it is important to justify the distances used in the calculation tool, as there may be circumstances when it is appropriate to treat the edge of the road (described within the tool as being the 'kerb') as being the edge of the carriageway with flowing traffic rather than the physical kerb, e.g. on some urban roads where the first lane is used for parking and therefore the flowing traffic is away from the physical kerb."

City of Edinburgh Council (CEC) has used the edge of the kerb to correct measurement data and this has produced a figure that is below the legal standard. If you follow the guidance as described above, the corrected figure is higher (see below).

	CEC figure	LAQM TG16 Figure
Distance of PDT from kerb	0.5m	3.0m
Distance Kerb to receptor	2.7m	4.5m
Background Concentration	17 µg.m-3	17 µg.m-3
Roadside (diluted) measurement*	43 µg.m-3	43 µg.m-3
Corrected measurement at facade	35 µg.m-3	40.3 µg.m-3

Passive diffusion tube measurement (south side of Terrace)
Data from CEC Annual Progress Report 2018



APPENDIX I

Petitions (Closed) - Call for Independent Air Study Analysing the likely Impact of CCWEL Road Layout Changes on Roseburn Terrace NO2 Pollution Levels

Petition details Traders and residents want an air study, for we have just learnt from a recently retired local air quality expert, John Lamb, with 17 years at SEPA under his belt, of a potential risk to public health by the CCWEL. Roseburn Terrace is a text book example of a street canyon, where traffic pollution becomes trapped between buildings. This effect is exacerbated by prevailing wind conditions, leading to nitrogen dioxide (NO2) concentrations that are around 34% higher on the south side, as CEC's passive diffusion tube measurements show. The expert noted stationary cars keep the traffic away from the shop fronts, creating a space in which NO2 dilutes naturally. Dundee City Council recently moved traffic one lane from homes to reduce pollution in this way.

John points out the CCWEL will remove the parking bays (and the natural dilution zone), thus moving westbound traffic 3m closer to the shopfronts. The lane of traffic waiting to turn right will move into the southern half of the Terrace. The combination of these factors may lead to a breach of the limit set in the Air Quality Standards (Scotland) Regulations 2010. High levels can lead to asthma, coronary heart disease, stroke, lung cancer, miscarriages and COPD

The impact of the planned changes on air quality and health should be assessed by a suitably qualified expert, using an approved dispersion modelling tool that can model the complex environment of a street canyon, with the findings made public. Murrayfield Community Council fully support this petition.

Reasonable steps to resolve the issues

In 2016 we, the members of the Roseburn Vision Group, raised the matter of likely pollution in Roseburn Terrace through a petition against the CCWEL that drew around 6,000 signatures. The Council responded by setting up a stakeholder working group who agreed by a majority to support the CCWEL. A local doctor, Dr Milton Park, had pointed out the worrying impact of poor air quality arising from the CCWEL on public health at a public meeting we arranged in August 2016 - which drew 175 people, including 9 Councillors. The Roseburn Vision Group comprise traders and residents who have come together to give proposals on how to promote cycling in the city, without building the CCWEL.

This led to the Committee meeting of December 2016 agreeing to monitor air quality after the CCWEL was built.

We have submitted an FOI asking why monitoring of NO2 ceased on the south side between 2009 and 2016 - see www.tinyurl.com/roseburnair

The Community Council called upon Cllr Gloyer to assist and she undertook, as a first step, to forward the new pollution research to the Convener of the Transport and Environment Committee and ask what investigations had been carried out.

Such was the strength of local feeling on this matter, the traders and residents wanted to petition the Council as well. We have made a video to explain the data we have found, with the assistance of John Lamb, ex-SEPA air expert. It can be viewed at www.tinyurl.com/roseburnplume

Petition Status Closed

Petition submitted by (Business or Individual) Business

Name of petitioner Mr George Rendall

Opening date 19/06/19

Closing date 10/07/19

Total signatories 32 (Business) and 296 (individual)

Petition Outcome This petition will be considered by the Transport and Environment Committee on 12 September 2019.