

DATE: 21 AUGUST 2019

HEARING STATEMENT AND WRITTEN SUBMISSIONS

for

THE CITY OF EDINBURGH COUNCIL

in relation to

**ROSEBURN TO HAYMARKET REDETERMINATION ORDER AND
TRAFFIC REGULATION ORDER**

DPEA REFERENCES: ROD-230-2 AND TRO-230-3

COUNCIL REFERENCES: RSO/18/05 AND TRO/17/91

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Speaking as a cyclist, the case for increased investment in cycling is not one I would disagree with. Much of the Council submission argues for such increased investment, with less compelling reasons given for whether the CCWEL is the best use of such cash. The questions for me are (a) do protected cycle tracks on arterial roads boost cycling and (b) accepting that Edinburgh has bucked the trend with increased cycling activity, contrary to other cities, might there be reason for this that needs examination? If cycling can be boosted without the protected track, is there a real need for them? People argue they will not cycle because the main roads are dangerous, but there are plenty of quiet routes they could use. Why don't these get used more? Is there enough evidence to justify the expense and disruption and long-term impact on congestion when there are other means available: bikes on buses, better signalling and cycle lanes around the city generally, which would use scarce financial resources more productively? Indeed, is the CCWEL really necessary, given we already have the (poorly signposted) NCR1?

Bearing this in mind, I have the following comments to make on the Council's submission; my comments are in red.

1. BACKGROUND

- 1.1 The City of Edinburgh Council (the "**Council**") is undertaking the City Centre West to East Cycle Link and Street Improvements project ("**CCWEL**"). CCWEL is a multi-phase project being delivered over a number of financial years and will consist of improved cycle connections and significant street improvements between Roseburn and Picardy Place.
- 1.2 Phase 1 of CCWEL is the section of the route between Roseburn and Haymarket and will involve an extensive programme of improvements, including:
 - 1.2.1 new segregated cycling facilities;
 - 1.2.2 improved pedestrian and cycle crossing facilities;
 - 1.2.3 reduced road widths and providing 'continuous footways' at side road crossings;
 - 1.2.4 changes to waiting and loading restrictions;
 - 1.2.5 changes to bus lanes and bus stops;
 - 1.2.6 changes to taxi stance arrangements at Haymarket railway station;
 - 1.2.7 an upgrade of the Roseburn Terrace/Roseburn Street/Russell Road junction;
 - 1.2.8 the introduction of a prohibition of entry to Roseburn Terrace from Roseburn Gardens, and a prohibition of entry to Coates Gardens and Rosebery Crescent from Haymarket Terrace;
 - 1.2.9 public realm improvements at Murrayfield Place/Old Coltbridge and Haymarket Terrace (at the Apex Hotel);
 - 1.2.10 provision of new cycle parking facilities; and
 - 1.2.11 removing redundant street furniture and reducing street clutter.
- 1.3 To enable the delivery of Phase 1, the Council published the proposed The City of Edinburgh Council (Roseburn to Haymarket Area Edinburgh) (Redetermination Of Means Of Exercise Of Public Right Of Passage) Order 201_ (the "**Redetermination Order**") on Friday 20 April 2018 and published the proposed The City of Edinburgh Council (Various Streets) (Prohibition of Waiting) and (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) and (Various Roads, Edinburgh) (Prohibition of Waiting at Junctions) and (Greenways) and (Edinburgh Tram) (Prohibition of Entry, Motor Vehicles and Turning, One-Way Roads, Bus/Tram Priority Lanes and Weight Limit) and (Edinburgh Tram) (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No -) (Variation No -) Order 201 (the "**TRO**") on Friday 20 April 2018.

1.4 A series of key decisions have been made by the Council over the years to support the CCWEL. Copies of the relevant minutes and reports are included in the documents to be submitted by the Council and should be referred to for the full details of the background and decisions made. However, by way of summary of those decisions:

1.4.1 On 3 June 2014, the Council's Transport and Environment Committee (the "Committee") decided to approve the appointment of consultancy services for the development of major cycling and walking projects including a Roseburn to Leith Walk cycle link. The associated report noted that CCWEL would:

"provide a step change in the quality of cycle access on a west-east axis through the Edinburgh city centre. It would offer high quality, mainly segregated, cycling and link together planned segregated facilities on Leith Walk with the off-road network at Roseburn via George Street. Building on the existing network of off-road cycle/pedestrian paths, this new link will provide much safer, more direct and convenient city centre access by bike from a large area of the city."

1.4.2 On 27 October 2015, the Committee decided to note the content of a report by the Acting Director of Services for Communities report including a preliminary design, approve commencement of public consultation on the scheme and ask that the material available for the public consultation be drafted in user friendly language. The associated report noted that the preliminary design of the preferred route had been completed following stakeholder engagement workshops with Spokes, Sustrans, Living Streets, Local Neighbourhood teams, Community Councils, local resident groups, businesses and cyclists.

Not so. I am a community councillor; there were no stakeholder engagement workshops that I know of, with either Community Councils, local resident groups or businesses.

1.4.3 On 30 August 2016, the Committee decided, among other things, to establish a Stakeholder Group which would engage with all key stakeholders on outstanding design issues, principally for the Roseburn to Haymarket section of CCWEL.

Not so. This Group was not "engaging" in the understood sense of the word. It was stacked with Council cycling officers and pro-CCWEL lobbyists; they did not invite me (and I had led the campaign against the track). Almost every proposal put by the resident and business reps was ignored. It was mostly a waste of time.

A final decision on the design to be taken forward to detailed design would then be made by the Executive Director of Place under delegated authority following a public meeting of the Future Transport Working Group. The Committee also decided to approve the commencement of the statutory process for the Redetermination Order and the TRO following the decisions to be made on detailed design.

1.4.4 On 16 December 2016, the Future Transport Working group decided, among other things, to recommend to the Executive Director of Place that preferred route – Option A – be taken forward as the final design. The Executive Director of Place accepted the recommendation of the Future Transport Working Group.

Because Sustrans said they'd pull their funding if the Council did not adopt Option A. It was only "preferred" because of that.

1.4.5 On 20 June 2018, the Committee decided to approve the TRO in part, excluding the areas where there were unresolved objections to proposed changes to loading and unloading, and to hold a hearing into the representations objecting to changes to loading and unloading at Roseburn Terrace, Murrayfield Place, Haymarket Terrace and

Morrison Street. The Committee also decided to refer the representations to the Redetermination Order to the Scottish Ministers.

2. RELEVANT POLICY

2.1 Transport policy at national, regional and local level encourages and is supportive of sustainable and active travel, and improving cycling facilities. A summary of those policies is set out below.

National

2.2 The National Transport Strategy was published in 2006 and refreshed in January 2016 (the “NTS”), and contains the following transport vision:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone’s needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

2.3 Five high level objectives are set out in the NTS, including to:

2.3.1 protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy; and

2.3.2 improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff.

2.4 Three Key Strategic Outcomes are also set out in the NTS:

2.4.1 Improved journey times and connections, to tackle congestion and lack of integration and connections in transport.

Ironically, the CCWEL will make integration HARDER due to the changes planned for Haymarket. The taxi rank is being moved.

2.4.2 Reduced emissions, to tackle climate change, air quality, health improvement;
We anticipate the CCWEL will bring higher pollution levels for Roseburn.
and

2.4.3 Improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money, or alternative to car.

2.5 It is noted in the NTS that, although cycle traffic accounts for less than 1% of all traffic, it has seen an increase of 30% in vehicle kilometres since 2006, rising to 339 million vehicle kilometres in 2014. The NTS also notes the following in relation to Scottish Planning Policy:

“Scottish Planning Policy fully endorses both the planning policy principle of supporting patterns of development which reduce the need to travel and the sustainable travel hierarchy which promotes walking, cycling, public transport and car sharing in preference to single occupancy car use for movement of people, and encourages efficient and sustainable freight.”

2.6 The Scottish Government is also consulting on a new NTS which has the vision that “we will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors”. The vision in the consultation draft also contains priorities which seek, among other things, to take climate action by promoting greener, cleaner choices and to improve our health and wellbeing by enabling us to make healthy travel choices and make our communities great places to live.

- 2.7 The draft NTS also states that the Scottish Government will “reinforce the Sustainable Travel Hierarchy to promote and design our transport system so that walking, cycling and public and shared transport are promoted and take precedence ahead of private care use”. It also highlights that active modes of travel will reduce the social and economic impact of public health problems and networks will encourage cycling.
- 2.8 The draft NTS highlights that the Preventing Overweight and Obesity in Scotland Strategy “states that one of the most effective ways to secure the required 30 minutes of moderate activity per day is to reduce reliance on motorised transport, changing the means of everyday travel to walking and cycling is one of the most effective” but also highlights that, in 2017, the vehicle kilometres travelled on Scotland’s roads by cycles was 6.5% lower in 2012. Two of the indicators for meeting the priorities set out in the draft NTS are rates of walking and cycling for everyday short journeys and the availability of segregated walking and cycling infrastructure.

A segregated infrastructure is not a proven solution to the A8 commute.

- 2.9 Transport Scotland has published a Cycling Action Plan for Scotland (“CAPS”) which sets out a vision for 10% of everyday journeys to be made by bike by 2020. CAPS also states that they “will continue to support local authorities in building community links to the highest standard, including re-allocation of road space in favour of cycling and walking”. It also states that they will continue to develop and maintain “high quality, local infrastructure to support active travel (routes and public realm improvements) particularly in urban areas where high levels of cycling can be achieved” and promote the use of Designing Streets to encourage behavioural change.

Congestion charging is more effective in stopping car use. If people can’t drive cos it costs money, they are more likely to cycle. Edinburgh’s main discouragement to cyclists comes from its hilly and inclement weather.

Regional

- 2.10 The South East Scotland Transport Partnership (“SESTran”) has published a Regional Transport Strategy, the most recent version of which was published in August 2015 (the “RTS”). Two of the main aspects of the RTS are stated to be:
- 2.10.1 increased walking/ cycling, which is considered to be a win/win scenario as motorised travel is reduced and there are health benefits; and
- 2.10.2 recognising that transport must play its part in the reduction of greenhouse gas emissions and improvement of local air quality.
- 2.11 The RTS highlights that cycling has increased substantially for journeys to work, with an increase of over 50% noted in the City of Edinburgh between the 2001 Census, and the 2011 Census. The objectives of the RTS include contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions, promoting more sustainable travel and increasing the proportion of trips by walking/cycling. SESTran also highlight that, for shorter journeys, active travel modes are crucial and should be promoted through design and implementation of all new development and transport interventions following the principles of Designing Streets.

Local

- 2.12 In its Local Transport Strategy (the “LTS”), the Council notes that it is the only city in Scotland that has seen walking, cycling and public transport have a strengthened role between 2001 and 2011 while a lower percentage of households owned a car in 2011 than in 2001. The LTS notes that active travel sits at the heart of the LTS, including giving greater priority to pedestrians and cyclists in street design and management and improving on-street infrastructure.

- 2.13 One of the objectives of the LTS in relation to active travel is to “*ensure that cycling is an attractive, safe, secure option for all short and medium distance journeys*”. It sets out a number of actions and policies in relation to cycling, including taking actions to deliver a “Cycle friendly city”.
- 2.14 The Council’s Active Travel Action Plan (the “**ATAP**”), which sits alongside the LTS, seeks to grow the percentage of residents cycling to work to 15% by 2020, with a 10% target for all trips. Important to these targets is the development of the QuietRoutes, which is a network of traffic free paths, quiet roads and separated cycle paths designed to be attractive and safe for people of all ages and abilities. The QuietRoutes will achieve the same standard as the National Cycle Network developed by Sustrans, i.e. they should be suitable for use by an unaccompanied 12 year old.
- 2.15 CCWEL is identified in the ATAP as a key project for design and implementation from 2017 to 2020 to fill key gaps in the QuietRoutes network.

But it is duplication; we already have the NCR1

- 2.16 The Council is also consulting on its Edinburgh City Centre Transformation Proposed Strategy (the “**City Centre Transformation**”) which proposes a “*connected network across the city centre of new segregated and safe cycle routes to link communities and destinations*”. Full implementation of CCWEL is identified in the package of interventions in the City Centre Transformation.

Technically consulting means “discussions which involve taking advice”. This was not consultation, rather “information-giving”; the Council has no intention of taking any advice.

The SEPA papers on its own website undermines the Council’s clean air plans at www.tinyurl.com/reekiefib and BBC News “Reality Check – Do Clean Air Zones Work?” [at <https://www.bbc.co.uk/news/science-environment-44567075>] The truth is that Clean Air Zones are good at reducing particulates, but particulates are not a problem in Edinburgh – it’s nitrogen dioxide. Edinburgh needs something more- like congestion charging.

- 2.17 The Council has also published the Edinburgh Street Design Guidance (the “**Street Design Guidance**”), which forms part of the wider Edinburgh Design Guidance and aligns with Designing Streets. The Street Design Guidance, like Designing Streets, seeks to introduce a shift in mindset from focusing on movement to focusing on creating and improving places when designing and altering roads and prioritising walking and cycling over other modes, especially private car.
- 2.18 In 2014, Murrayfield Community Council (“**MCC**”) created the Roseburn Action Plan which called for and sought to encourage various improvements to the Roseburn Area. The Council is seeking to deliver many aspects of the Roseburn Action Plan through CCWEL and its Rejuvenating Roseburn project, as can be seen from the ‘CCWEL and Roseburn Action Plan’ document. Rejuvenating Roseburn seeks to make a range of public realm improvements at the Roseburn section of CCWEL.

The Council steadfastly refuses to engage with the most important element of the Roseburn Action Plan- the reason it was written, namely the disposal of waste. I’m a Community Councillor on the MCC and the Council refused all requests, both from me, other MCC members and residents, to address the waste disposal issue. I favoured underground storage, as there is in place at the Grassmarket, but this suggestion was dismissed out of hand.

3. CYCLE DEMAND AND PREDICTED USE

- 3.1 Sustrans and the Council produce a regular Bike Life report (“**Bike Life**”) which reports on progress towards making cycling an attractive and everyday means of travel. Preparation of the report includes undertaking a survey of over 1,100 residents in Edinburgh. As noted above, the

RTS showed that cycling to work in Edinburgh increased substantially. Bike Life provides more information on current levels of cycling and the 2018 report states that 54% of Edinburgh households have access to a bike yet only 20% of residents cycle at least once a week. Only 9% of residents cycle at least 5 times a week, although that is up from 5% in 2015. Bike Life also shows that 5% of residents cycle once a week, 3% once a fortnight, 6% once a month, 9% less than once a month and 61% never cycle.

But who did they ask? Did they interview the old and young? Or just fit young adults, who would be happy to cycle?

3.2 Bike Life also looked at what could be done to encourage more cycling activity. Only 25% of people thought cycling safety in Edinburgh was good and only 19% of respondents thought the safety of children's cycling was good. The survey also found that 22% of people don't currently ride a bike but would like to. Bike Life also reports that 46% of people would like to start riding a bike, or could ride their bike more. The survey also showed that 80% of residents support building more protected cycle lanes, even when this can mean less room for other road traffic. In relation to investment in cycling, Bike Life reports the following:

“Overall, residents in Edinburgh think more space for cycling, walking and public transport, as opposed to additional space for cars, is the best way to keep the city moving, improve people's health, reduce air pollution and make streets more attractive.”

Again, these results depend who was being asked. Many I have spoken to do not share this view that protected cycle lanes are the answer. It does not chime with the survey that we carried out of over 1,000 people . (see <http://www.kidsnotsuits.com/wp-content/uploads/2018/07/WhyBikeSummaryData.pdf>) Respondents scored “Better access to off-road paths (like NCR1) and fewer cycling black spots (crossing points at difficult junctions with traffic)” more highly.

3.3 As noted above, the Scottish Government and the Council have targets for increasing cycling, set out in the CAPS and the ATAP respectively. While cycling in Edinburgh has increased substantially, the Council recognises that a city-wide network is important to achieving the targets it has set in the ATAP. The QuietRoutes, of which CCWEL forms part, is important to delivering that network.

3.4 Consultants for the Council have undertaken modelling to forecast the increase in cycling that would arise from CCWEL. That modelling forecasts an 88% increase in one-way commuter trips on the route of CCWEL. While the Council accepts that this figure may appear high on the face of it, the model used has been developed by academics based on “large and complementary datasets”¹ and is commonly used in forecasting the increase in cycling arising from projects.

¹ See CEC 62 for a detailed description of the development of the cycle demand model.

3.5 The rate of increase in cycling that is forecast to result from CCWEL is also not unusual for projects designed to improve cycling infrastructure. Similar interventions have been introduced in many other cities with positive, though variable, results. A few examples include:

3.5.1 **Seville:** In the five years to 2010 Seville built a network of 120 km of bike lanes, separated from traffic. The use of bicycles increased more than fivefold, from approximately 13,000 daily trips in 2006 to 72,000 in 2011, a figure that has remained relatively constant to the present (Euro News, 2018).

3.5.2 **Bristol:** Bristol's most recent annual travel to work survey shows that 10% of Bristolians now cycle to work and cycling in Bristol has doubled since 2008. Works to improve cycling infrastructure during that time include a two-way dedicated cycle track along the length of Baldwin Street, and a high quality two-way segregated cycle track on Cattle Market Road links Clarence Road (Bike Life, Bristol 2017).

There are several reasons why Bristol has increased its cycling, I lived there for several years and I think these are some: <https://thelandmarkpractice.com/is-bristol-a-bike-friendly-city/> - it's not particularly because of segregated cycle tracks at all.

3.5.3 **Nottingham:** Several cycle routes in Nottingham have received upgrades in recent years, including the Western Cycle Corridor, which runs along Castle Boulevard, and the Eastern Cycle Corridor, which includes Fisher Gate and Manvers Street. Cycle use in the city had increased year on year for seven years in a row, and is now 45 percent higher than it was in 2010 (Nottinghamshire Post, 2018).

3.5.4 **London:** Segregated Cycleways are being introduced on various main routes in London (TfL, 2019). TfL's cycling trends update report (2018/19) found an increase in cyclists of up to 41 per cent on the northern extension of Cycle Superhighway 6 (CS6), between Farringdon and King's Cross. There was an increase of up to 42 per cent on Green Lanes in Enfield after the introduction of a largely segregated "mini Holland" scheme, while improvements to Quietway 2, between Walthamstow and Bloomsbury, increased cyclist numbers by up to 33 per cent. (Evening Standard, 2019).

3.5.5 **Edinburgh:** The level of cycling has significantly increased in Edinburgh, rising from 1.8% of all commuting trips in 1991, to 4.1% in 2001, 4.8% in 2011 and 7.5% in 2016. During this time there have been significant improvements in the cycling network. For example improvements to the NCN route 1 to Queensferry via the A90 resulted in a 52% increase in cycle use from 2011-14 (See Active Travel Action Plan 2016). The CCWEL project represents a step change in the quality of infrastructure proposed and the level of impact on the overall network, from what the Council has delivered in the past. As such it is expected to result in an even greater impact on trip numbers.

The greatest flaw in the Council's CCWEL scheme is that level of demand has not been researched. Our Edinburgh Whybike? Survey above is the only one I know of that actually asks those using or likely to use the A8 to get into town what would encourage them onto two wheels. Only 69 said it would get them cycling.

This study, on "Cycling infrastructure" at <https://www.roadsafetyobservatory.com/Review/10143> , is illuminating. It notes that:

Cyclists themselves have differing and potentially conflicting needs from infrastructure:

- Cyclists opting for 'assertion' want infrastructure that helps to establish their right to be on the road and that clarifies how the road is to be shared; and,
- Cyclists opting for 'avoidance' want infrastructure that gives them more opportunities to avoid traffic.

Present arrangements for getting into town from the west are adequate; for the former, we have cycle lanes on the A8. For the latter, we have NCR1.

The study clarifies that where cyclists are most at risk are at junctions. That is where Edinburgh should be investing resources in, rather than this scheme.

The study notes in the Summary:

“The risk for cyclists is greatest at road junctions, and this can be exacerbated by segregation along links if this places cyclists into conflicting positions and turns when cyclists get to junctions and crossings.” I repeat, the NCR1 removes the risk of conflict with cars, which is why it is popular with those who know it exists. There are numerous points along the proposed CCWEL where there is likely to be conflict with cars, not least at the “copenhagen” style junctions- which are not ideal for commuting cyclists, who will object to being slowed down- they will prefer to use the [by now already narrowed] main road.

3.6 Once CCWEL is operational, the Council will be undertaking thorough and comprehensive monitoring and evaluation of the scheme to assess its impact. This was confirmed in the decision of the Committee on 30 August 2016. The monitoring and evaluation will be carried out before and after construction of CCWEL and a report will be taken to the Committee to outline lessons learned and consider whether any adjustments are needed to the scheme to “better serve the interests of placemaking, pedestrians and cyclists”. This monitoring and evaluation will assess rates of cycling, footfall and also vacancy rates in business premises, and will use alternative locations in Edinburgh as a control group.

The term “placemaking” means “to capitalise on the local community’s assets, inspiration and potential. It should therefore take into account the interests of those who will be using the space most.

However, over the past three years, the Council has ignored local advice on how road traffic functions in the area, most notably along Roseburn Terrace, with its “daytime and evening urban village” feel and early and late “rush hour superhighway” characteristics. This is highlighted by the parking restrictions: no stopping at the busiest times. These arrangements work well; the Council does not appreciate that the local economy is utterly dependent on the “daytime and evening urban village” characteristics, when it is easy to park and get to the shops.

The CWEL will reduce parking in Roseburn Terrace by 50%. The Council claims it has compensated by placing alternative parking within 100m. But this parking is inconvenient and difficult to get to for the Roseburn and Haymarket shops. Trade will move elsewhere. This is not “placemaking”. It is “placedestroying”.

4. ALTERNATIVE ROUTES – HEARING SESSION – REDETERMINATION ORDER

4.1 The routes considered by the Council for this section of CCWEL are shown in the Roseburn to Leith Walk Cycle Study: Route Options Feasibility Assessment & User Impact Appraisal prepared by WSP (the “**Feasibility Assessment**”) and the City Centre West to East Cycle and Street Improvement Scheme: VISSIM Traffic Modelling prepared by Jacobs (the “**VISSIM Modelling**”).

4.2 Alternative options were considered for:

4.2.1 the connection to Roseburn Terrace at the western extreme of CCWEL; and

4.2.2 the connection from Haymarket Terrace to Palmerston Place and Melville Street.

National Cycle Network Route

4.3 Although not part of the options considered above, a local petition was submitted advocating that CCWEL essentially follows the current National Cycle Network route 1 (“**NCN1**”) via Balbirnie Place and Haymarket Yards. A key reason for the Council promoting this route for CCWEL is to make significant improvements on NCN1. The Council considers that its route offers the following benefits over NCN1:

4.3.1 It is significantly shorter.

This is untrue. The NCR1 route is only 28% longer than the CCWEL will be. If we measure from Tesco's at Roseburn to the top of Haymarket Yards, by NCR1 it is 1,026 metres. The CCWEL is 800 metres. The difference of 226 metres is not that significant. I have timed cycling along both. The CCWEL journey time is 3.5 mins. The journey time along NCR1 is 4.5 minutes. So- one minute's difference journey time is not significantly shorter.

4.3.2 It is significantly less hilly.

The difference is that travelling along the CCWEL from Roseburn to Haymarket is a constant uphill slog, a fairly grim and tedious journey. The NCR1 one is more hilly, but is far more interesting and has far less traffic. At present to get to NCR1, it is permitted to cycle along the pavement along Russell Road (though I do not). Access and signage could be further improved.

4.3.3 It is a much more obvious route.

It's the A8! Cyclists prefer using roads, paths and lanes away from the traffic.

4.3.4 It avoids the need to use the relatively narrow shared pedestrian/cycle paths on parts of the current route.

The narrow parts of the NCR1 could be widened if the Council were to spend a little money on it. And the problem with the CCWEL is that it is not really wide enough for two cyclists coming towards each other at speed. It would cause me to stop, for fear of collision. In parts, it is just 1.55 metres wide along Roseburn Terrace. The recommended width is 2.5m. So the CCWEL will be just as narrow, in parts, as the NCR1 is at present.

4.3.5 It minimises security concerns.

I do not agree. I believe that two-way cycling at night, with heavy traffic coming in the opposite direction, will lead to cyclists who are travelling west being blinded by vehicle headlamps.

4.3.6 It has a much higher proportion of its length totally separated from general traffic.

It has many tricky junctions, it faces lorries and buses but a few feet away; it will be hazardous at dark. The NCR1 is utterly separated from heavy traffic.

4.4 Sustrans considers that the Council's proposals would present a transformative enhancement of this section of NCN1 and would propose to re-route NCN1 in the event of CCWEL being implemented.

4.5 A variation to the petitioners' proposal would avoid Haymarket Yards but would instead require the crossing of private land. It would also be 50% longer than the route proposed under CCWEL.

This is a red herring and completely spurious to the case. The variation mentioned is to increase permeability from the A8 through to the NCR1. The difference between the two routes is, in fact, 28% as mentioned above.

4.6 In summary, the Council considers that the proposals put forward through the petition would not achieve the objectives of making cycling a more attractive travel option and significantly increasing the share of journeys in the city made by bike, as part of its wider approach of encouraging active and sustainable travel.

I disagree. If the Council wants to help here, it would do all the things in the Roseburn Vision and use the money saved to improve cycling elsewhere in the city.

Connection to Roseburn Terrace

4.7 The Council essentially considered three options for this part of the route. Those options are shown in the VISSIM Modelling on pages 6, 9 and 10, and can be summarised as follows:

4.7.1 Option A – cycle connection to Roseburn Terrace via Roseburn Gardens.

4.7.2 Option B1 – cycle connection to Roseburn Terrace via Roseburn Place and the eastern side of Roseburn Street.

There is no need to connect to Roseburn Terrace. The Roseburn Place route is preferred by the bulk of cyclists exiting QR8 coming out of Roseburn Park, as this is the most direct (and less hilly) route to the Roseburn Street/ Russel Road junction.

4.7.3 Option B2 – cycle connection to Roseburn Terrace via Roseburn Place and the western side of Roseburn Street.

4.8 All three options deliver a workable cycle route and improved conditions for pedestrians in Roseburn. Option A delivers a more direct and convenient cycle route and overall the greatest improvement to amenity in Roseburn Terrace. Option A would also be more straightforward to extend westwards at a future date when compared to Options B1 and B2.

But cyclists prefer to come out of the park, and then to travel along Russel Road to NCR1. Even the most rudimentary traffic study shows this.

4.9 Options B1 and B2 were preferred by local businesses as they avoided Roseburn Terrace and would retain similar loading capacity to the existing situation on that street.

4.10 As noted above, a Stakeholder Group was set up following the Committee meeting on 30 August 2016 which explored the options for the connection to Roseburn Terrace as one of its principal issues. The Stakeholder Group met six times, although one of those meetings was focused on the Haymarket area and did not consider the Roseburn area. In the five meetings that did discuss Roseburn the focus was on improving the options as far as possible and on attempting to reach the maximum possible level of consensus.

4.11 Although there were differences of opinion on which option should be preferred, a number of changes were made to the design of the proposals as a result of the discussions during the Stakeholder Group meetings. It is through the Stakeholder Group discussions that Option B2 emerged, as previously only Option B1 was considered as an alternative to Option A. Option B2 was considered by all parties to offer a more direct route than Option B1 with one fewer road crossing, although it was still considered to involve longer delays crossing Roseburn Terrace than Option A and would involve greater pedestrian/cycle conflict than Option A.

4.12 During the Stakeholder Group, Sustrans also stated that it would be difficult for them to justify funding Options B1 or B2 and that their preference was Option A. This was principally on the grounds that Option A provided a more direct cycle route and that, unlike the B options, it enabled pedestrian and cycle friendly improvements to the public realm in Roseburn Terrace.

This blackmailing action by Sustrans- an unelected quango- in saying that it would withdraw its funding if Option A was not adopted, forcing the Council to move in favour of the least popular option, was an outrageous undermining of our democratic system.

Furthermore, the CCWEL does NOT add to the Roseburn Action Plan as set out by the MCC. That sought wider pavements for shoppers in Roseburn Terrace. We will not see those under option A [except for a small widening at what is presently just past the bus stop near the foot of Murrayfield Avenue], which could have been done without the CCWEL. The pavement widths the length of Roseburn Terrace at present will be no better under option A.

4.13 Following the Stakeholder Group engagement, the Council decided (see 1.4.4) that Option A should be preferred as the final design for the project at Roseburn, taking account of the Council's active travel and public transport commitments, the funding criteria expressed by Sustrans and that it offers the most direct route between Roseburn Park and Haymarket.

The Stakeholder Group consisted largely of Council cycling officers, Sustrans and Spokes representatives, who naturally went with what Sustrans wanted. It must be assumed that Sustrans is pushing for Option A because, long-term, it wants to extend the CCWEL all the way to Corstorphine. However,

this ignores the fact that cyclists far prefer to travel along QR8, through Roseburn Park. A protected cycle track will never be more attractive than a ride through a park.

The shocking fact is that Sustrans and the Council refuse to improve signposting to NCR1 – many cyclists do not know of its existence. I lived in Roseburn for 15 years before I learned of it. They do this in order to fool people into thinking their CCWEL scheme is necessary.

Haymarket Terrace to Palmerston Place and Melville Street

- 4.14 The Council essentially considered three options for this connection. Those options are shown in the Feasibility Assessment at page 7 (marked as A3.1, A3.5 and A3.6), and can be summarised as follows:
- 4.14.1 Haymarket Terrace to Melville Street via Coates Gardens, Eglinton Crescent or Glencairn Crescent, Palmerston Place, Chester Street and Manor Place.
 - 4.14.2 Haymarket Terrace to Melville Street via Rosebery Crescent, Grosvenor Crescent or Lansdowne Crescent, Palmerston Place, the lane next to St Mary’s Cathedral and Manor Place.
 - 4.14.3 Haymarket Terrace to Melville Street via Clifton Terrace, Grosvenor Street, Lansdowne Crescent, Palmerston Place, the lane next to St Mary’s Cathedral and Manor Place.
- 4.15 The Council decided that a route from Haymarket Terrace to Melville Street via Rosebery Crescent, Grosvenor Crescent, Palmerston Place and Manor Place should be preferred as the final design for this section of CCWEL because it is a more direct and obvious route. Furthermore, VISSIM microsimulation traffic modelling indicated more significant traffic impacts of the connection via Glencairn Crescent, Palmerston Place and Chester Street.

5. IMPACTS ON JOURNEY TIMES FOR OTHER MODES – HEARING SESSION – REDETERMINATION ORDER

- 5.1 MCC has criticised the lack of an ‘on the ground’ simulation or trial of the proposed route to understand whether it will work and to test the impact of the proposals, including any impact on the environment. One objector (Mr Gregson) has also submitted that the reduction in road width from 4 lanes to 3 lanes will slow westbound traffic, resulting in more congestion in Roseburn Terrace.
- 5.2 As part of the Stakeholder Group, Council officers investigated the feasibility of a trial and determined that it would not be possible to replicate the proposed layout on site without making significant physical changes e.g. to traffic signals and crossing/junction layouts. Any trial without these changes would not be representative of the true impacts of the scheme.
- 5.3 Extensive traffic modelling has been undertaken and is reported in the VISSIM Modelling Report. The VISSIM Modelling concluded that “a ‘QuietRoutes’ compatible cycle route can be created through the city centre with only minor impacts on buses, trams and general traffic”. As reported in August 2016, modelling suggests a minimal impact on morning A8 journey times and a modest increase in the evening peak of 30 to 60 seconds, principally westbound. The Council acknowledges that the closure of the junction of Roseburn Gardens/Roseburn Terrace to vehicular traffic, and the installation of ‘all round’ pedestrian crossing phases at the Roseburn Terrace/Roseburn St junction, will mean that less vehicular traffic can pass from Roseburn Street and Russell Road towards Corstorphine Road or West Coates. Traffic modelling predicts a significant increase in delays on Russell Road and Roseburn Street. The VISSIM Modelling Report concludes the following in relation to the Roseburn area:

“The main traffic impact in the Roseburn area is on Roseburn Street and Russell Road. There is a significant increase in journey time travelling toward the A8, primarily as a result of the northbound closure of Roseburn Gardens, a busy and

intended rat-run. Nevertheless, evidence from recent long periods of closure of Russell Road suggests that a high proportion of traffic is able to divert to alternative routes. Any consequential reduction in traffic on Russell Road and Roseburn Street will improve conditions for local residents, for walking and cycling, and for children accessing Roseburn Primary School.”

Residents and traders are sceptical of the VISSIM modelling. It is easy to make a computer programme say what you want it to.

People travelling west to Gorgie from the north of the city who find it congested to get through Russell Road will need to go to Haymarket or Balgreen

5.4 The VISSIM Modelling does not allow for re-routing of traffic but the Council has evidence from other closures of Russell Road that vehicular traffic will divert to alternative routes. While the VISSIM Modelling predicts a significant increase in delays on Russell Road and Roseburn Street (northbound), the Council considers it more likely that there will be a combination of traffic taking alternative routes and a smaller increase in delays.

5.5 It is recognised that congestion has the potential to impact on air quality. The Council has considered these potential impacts carefully and based on modelling to date, the changes proposed as a result of CCWEL are predicted to result in a reduction in emissions on Roseburn Terrace, due to reduced westbound traffic capacity at peak times. The Council has modelled the impacts using the EnViver modelling tool, and ADMS modelling will be carried out during Autumn 2019.

This reduction is untrue. The Council chose the Enviver/VISSIM air modelling approach precisely because it failed to take account of air currents. Because Roseburn Terrace is a street canyon where the prevailing wind causes NO2 to “plume” and build up on the south side, only ADMS modelling can show what’s is likely to happen, post-CCWEL. And the Council has only agreed to ADMS modelling as a result of a huge campaign over the summer, resulting in the petition 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

which has garnished 32 (Business) and 296 (individual) signatures.

Of course, the ADMS results will hinge upon the imagined impact the CCWEL will have on existing traffic volumes. If we accept Council figures – 15,663 vehicles per day between 7am-7pm, then how many can be reasonable be expected to switch to bike as a result of the track? We’ve carried out our own study on demand. Our study is important because the Council hasn’t done one. We have found very few people would give up their car for the CCWEL. Our 2016 survey of just over 1,000 people regularly travelling along the A8 from Roseburn to Haymarket showed just 69 would switch to cycling. [See our summary data at www.tinyurl.com/whybikesurvey]

The Council forecasts an 88% increase as result of the CCWEL. Our count shows 280 cyclists per day presently travelling along the A8 route of the CCWEL. An 88% increase means 246 people, at most, switching to bike. So the number of CCWEL users would be somewhere between 69 (by our calculations) and 246 (by Council sums).

If we are very generous and use the Council’s figures, then we expect the traffic volume for the ADMS study to be based around a reduction of emitting vehicles of 1.59%- down to 15,417 vehicles for the volume of traffic through Roseburn Terrace. We want this to be the figure used in the study, rather than one plucked from the air by Council transport officers.

The Council has form when it comes to getting pollution data wrong. The Liaison officer’s letter to me of the 26th August (see it at http://www.kidsnotsuits.com/wp-content/uploads/2019/09/Rurighd_McMeddes-26Aug19.pdf) accepts the Council miscalculated the existing pollution levels, claiming 35

microgrammes NO2 on the south side of Roseburn Terrace. They now accept they underestimated the figure after hearing our air pollution expert's views, and have revised it up to 39 microgrammes NO2. The legal limit is 40.

We expect the ADMS study to show a significant increase as a result of removing one lane. If that is the case, what measures will the Council take? Will they reconsider routing the track along Roseburn Terrace to Roseburn Place. Both we and the Murrayfield Community Council say that this is the natural desire line for cyclists coming out of Roseburn Park (as most come this way- 450 a day) and heading west. It would be the best way to safeguard the health of Roseburn residents.

6. PEDESTRIAN AND CYCLIST SAFETY – HEARING SESSION – REDETERMINATION ORDER

- 6.1 MCC has stated that, whilst they agree that the pedestrian experience should be enhanced, pedestrian safety is essential. The Reporter has also stated that he wishes to include reference to the recent decision of the Outer House of the Court of Session, with citation [2019] CSOH 50, in relation to the personal injury claims by Ms Elizabeth Fairley and Mr Iain Lowdean for injuries sustained while cycling across tram tracks (the “**Outer House Decision**”).
- 6.2 A Stage 1 Road Safety Audit was carried out in October 2017 on a preliminary designs. As would be expected, several comments were raised regarding the design. Each of these has been considered and appropriate changes have been made to the design as outlined in our response document enclosed.
- 6.3 An updated Road Safety Audit will be carried out in advance of the hearing date to provide more detailed feedback on the design proposals, and any changes made since the Stage 1 Audit. This will be an intermediate Stage 1-2 Audit. If available at the time of the deadline for submission of documents, the Council will submit a copy of the report then. If it is not available by that date, the Council will provide the report when available and will be willing to discuss the outcome of the Stage1-2 Audit at the hearing.
- 6.4 The Council wishes to highlight that the Road Safety Audit process is an ongoing process throughout the project. In addition to the Stage 1 and Stage 1-2 Audits, the Council will undertake a Stage 2 Audit on the completion of the detailed design, a Stage 3 Audit on the completion of construction and a Stage 4 Audit once CCWEL has been opened and operating for 12 months.
- 6.5 Throughout detailed design the council has worked closely with both MCC and other relevant groups (including the Donaldsons Area Amenity Association) to ensure that the design proposals provide a safe and comfortable experience for pedestrians, as well as cyclists. To this end we have developed improved designs for the toucan crossings at Roseburn Gardens and Stanhope Street with input from the local community, to ensure all users understand how the crossings should be used.

This is quite untrue. I can say, as someone who has sat on the Community Council for the past three years, that the Council does not “work” with us at the MCC. They simply tell us what we are getting. And refuse to listen to our suggestions and comments, especially around the need for improved waste management at Murrayfield Place.

What happened at Stanhope Place is a classic. The Council at one stage decided it should become one-way. The phenomenal outcry from the Donaldsons Area Amenity Association put a stop to that. So much for “working closely” - that it requires huge protests from many residents to reign in the cycling officers daft and thoughtless proposals, when real honest consultation and research would have shown it was a bad idea from the outset.

6.6 We note that the Reporter wishes to discuss the recent Outer House Decision. The Outer House Decision was specific to the particular incidents involving Ms Fairley and Mr Lowdean, and should not be considered to be of general application. The proposals forming part of the TRO and the Redetermination Order also do not involve any changes to the interaction between cycling infrastructure and tram infrastructure. The Council therefore considers that these decisions are not relevant to the issues to be considered at the hearing.

7. CHANGES TO LOADING AT ROSEBURN TERRACE – HEARING SESSION – TRO

7.1 Mr Gregson, Ms Housley, Mr Rendall and the Roseburn Traders have all raised concerns about the changes to loading at Roseburn Terrace. Ms Housley’s representation highlights concerns that the proposals will exacerbate pollution on this section of the road while the other representations highlight concerns that the loading arrangements will harm businesses in the area.

7.2 The Council’s position in relation to air quality impacts is set out at paragraph 5.5.

7.3 In relation to the loading arrangements, the Council acknowledges that the CCWEL proposals will result in a reduction in the availability of loading bay spaces on Roseburn Terrace from space for 22 normal cars (20 loading and two parking), to space for 12 normal cars (10 loading and two parking). However, the parking survey carried out for CCWEL shows that the remaining spaces should be sufficient to meet demand the majority of the time. This is seen in Table 1 which shows that the number of vehicles on the day of the survey only exceeded 12 once, between 10am and 11am.

7.4 It is worth noting that many of the vehicles stopping on Roseburn Terrace in the current scenario are doing s in breach of restrictions, either because they are using them during peak times (see Table 1), or because they are using them for parking rather than loading, as can be seen in Figure 1.

Table 1

Roseburn Terrace - Parking survey results

Capacity	Loading*	Parking	Total
Existing	20	2	22
Proposed	10	2	12

Time	Capacity	No. of Veh	%Occ
05:00-06:00	22	4	18%
06:00-07:00	22	5	23%
07:00-08:00	22	6	27%
08:00-09:00	22		0%
09:00-10:00	22	10	45%
10:00-11:00	22	16	73%
11:00-12:00	22	11	50%
12:00-13:00	22	4	18%
13:00-14:00	22	10	45%
14:00-15:00	22	8	36%
15:00-16:00	22	6	27%
16:00-17:00	22	3	14%
17:00-18:00	22	1	5%
18:00-19:00	22	1	5%
19:00-20:00	22	6	27%
Mean	22	6.5	28%
Mean daytime**	22	9.3	42%

*in the parking survey, the loading bays on Roseburn Terrace were not counted as they are not available during Peak Time, thus giving a 'worst case' representation. They have been included for the purposes of this exercise, as reported to the Transport and Environment Committee on 20 June 2018

**9am - 4pm

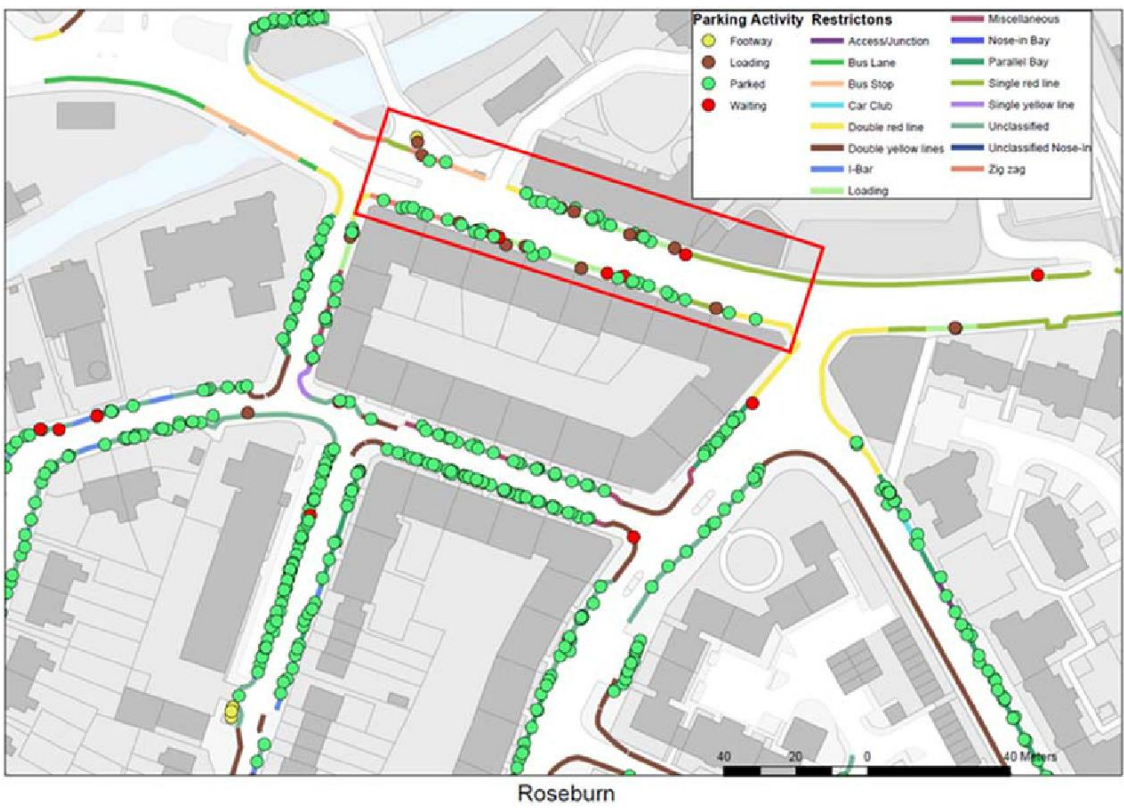
We ran our own survey on 9th Sept and got different results. The most important was that we aren’t sure how the Council measures capacity; we could not see how it was possible to fit 22 cars in; we could only

see how to fit 18. It may be that the Council has not noticed the significant number of commercial vehicles we get, which take up more space. Also, the fact of reverse parking in an extremely busy road probably affects how tight parking can be; negotiating a vehicle into a small space is much harder in busy traffic. Our results were as follows:

Time	Capacity	no. of Veh	%Occ
05:00-06:00	18	4	22%
06:00-07:00	18	5	28%
07:00-08:00	18	6	33%
08:00-09:00	18	0	0%
09:00-10:00	18	10	56%
10:00-11:00	18	16	89%
11:00-12:00	18	17	94%
12:00-13:00	18	18	100%
13:00-14:00	18	14	78%
14:00-15:00	18	8	44%
15:00-16:00	18	6	33%
16:00-17:00	18	2	11%
17:00-18:00	18	3	17%
18:00-19:00	18	3	17%
19:00-20:00	18	6	33%
mean			44%
mean daytime			71%

We are seeing higher occupancy than the Council of the parking/loading bays.

Figure 1



7.5 With the above in mind, it is expected that the proposed loading facilities on Roseburn Terrace, though less than currently available, will be sufficient to meet the demand for legitimate loading activities on the street.

On the contrary, a reduction to 50% of what we have will represent a significant reduction in the availability for legitimate loading activities in the street. We are seeing 100% occupancy at certain times of the day. A reduction of 50% will have a significant effect on trade.

7.6 The Council recognises the clear demand for short stay parking that is demonstrated by the survey. This will be aided by changing the existing two parking spaces on the south side of Roseburn Terrace so that they are available all day, as well as the significant increase in the number of short-stay parking spaces available in the surrounding streets, from 12 to 49. This was reported to the Committee on 20 June 2018.

Two spaces is not enough; they will be needed for lorries loading produce to Scotmid and the takeaways. If two residents have parked in these spaces, none of the shops will be able to take deliveries of produce. How does a shop function if it cannot get produce in, in order to sell it?

The short-stay parking outlined above is quite far away; it is not obvious to shoppers and not easy to access, either.

7.7 The Council has worked closely with affected stakeholders in developing these proposals, and since the initial consultation on the proposed cycleway from Roseburn to Leith Walk in 2015/16, a number of changes have been made to the proposed loading provision on Roseburn Terrace, in response to feedback, such as the following:

7.7.1 The loading bay on the north side of the street has been added.

7.7.2 The two parking spaces on the south side of the street have been re-introduced.

7.8 The loading bay, and the two parking spaces on the south side of the street are currently only available outside of peak times. However, if the TRO is made these will be available all day.

7.9 In addition, the introduction of a segregated cycling facility can be a benefit, rather than a cost, for local businesses. Research suggests that such facilities have had a positive impact on retail spend where they have been introduced. The following benefits have been identified in the Benefits of Investing in Cycling by Dr Rachel Aldred for British Cycling and Walking & Cycling: The Economic Benefits produced by Transport for London (the “**TfL Report**”):

7.9.1 Retailers over-estimate the contribution of drivers and many studies find users of sustainable modes spend more per month.

7.9.2 Examples from North America show high-quality bicycle infrastructure does not harm business districts, and can have a positive impact on local shops.

7.9.3 The New York City Dept. of Transport (2014) study found streets where protected cycle lanes were installed saw an increase in retail sales up to 24% greater than comparator sites without protected lanes.

7.9.4 High street walking, cycling and public realm improvements can increase retail sales by up to 30%.

7.9.5 People who walk and cycle take more trips to the high street over the course of a month.

The Council does not, itself, actually believe these claims. In January 2019, traders lodged a Council petition saying “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.” Read it at

http://www.edinburgh.gov.uk/directory_record/1067146/ccwel_cycle_link_-_small_business_compensation_scheme

The petition gained 28 (Business) and 89 (Individual) signatures and was discussed at Transport Committee on 28th February. It noted that the Council had presented studies from around the world showing cycle tracks would either have no impact or would increase trade. Traders therefore hoped they would not need to make a claim on this fund.

The Council clearly fears it will have a massive impact on trade. They dismissed the petition.

Indeed, the examples given from North America, used to make claims of an increase in retail sales, are quite misleading. American streets were built around motor car use. They are extremely wide. It means they can introduce cycle tracks and still have space for parking, so of course everyone is happy. Edinburgh streets are not like these (and not like Dutch streets either). Which is why the Council until 2016 pursued a policy of encouraging cyclists to use quiet streets as an alternative.

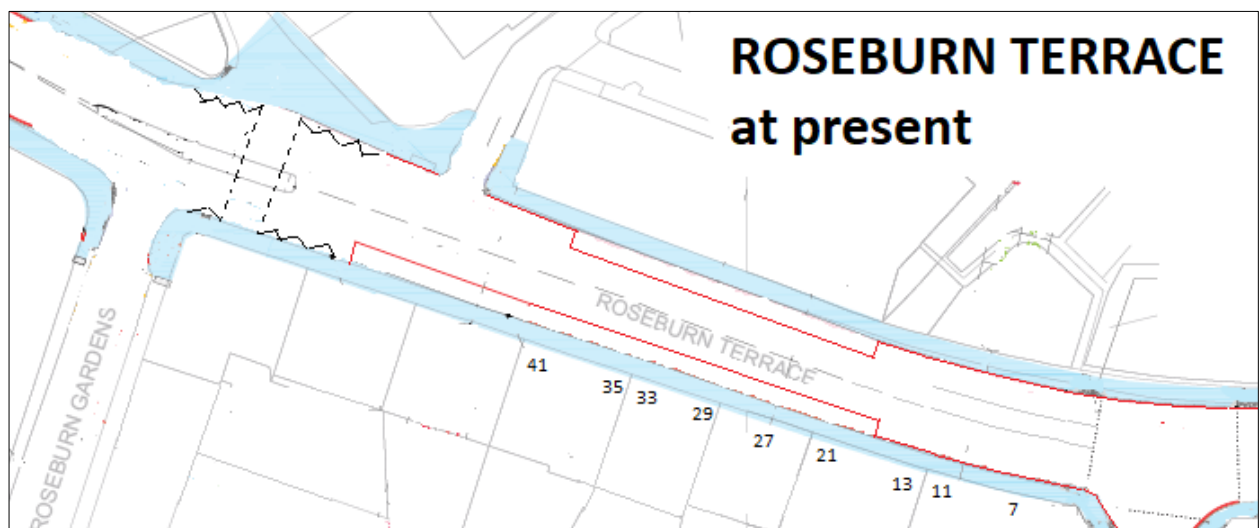
7.10 The TfL Report highlights studies showing benefits to businesses from cycling in Portland, New York, Dublin, Copenhagen, Bern, San Francisco and Los Angeles. Research suggests that, although shoppers who come by bike spend less per trip than those who come by car, they often make more regular trips and thus spend more across a period of a month.

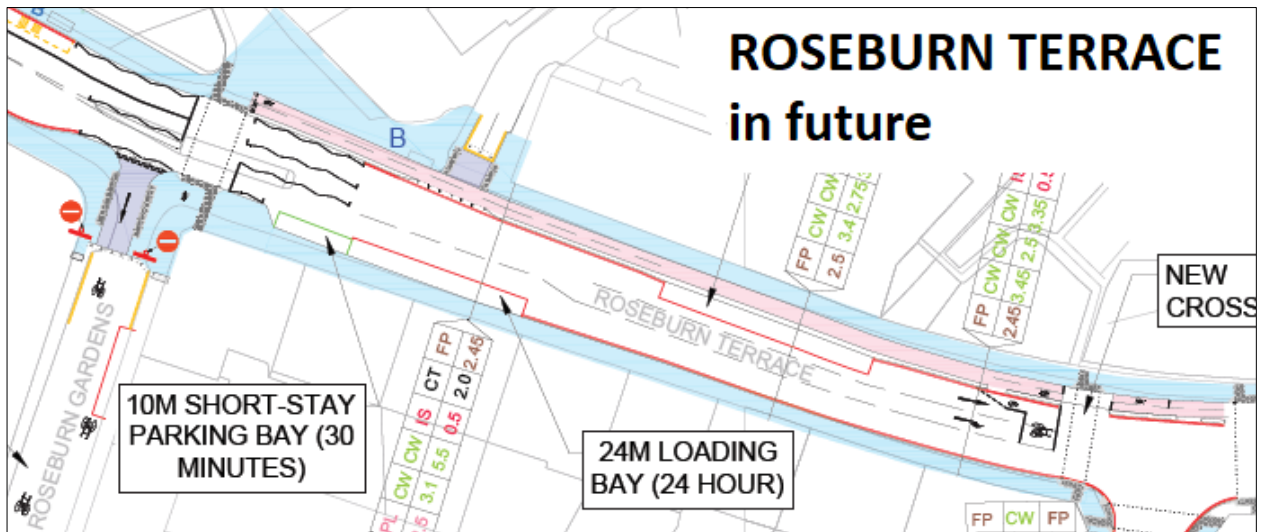
If that is the case, then why did the Council dismiss the businesses' petition out of hand? Many of these traders are tied into long leases on their shops. They have used their own homes as security against not meeting the rent. If they can't make the lease payments, they fear bankruptcy. The logic behind the petition, of giving three year's grace to those who begin losing money, was intended to give them time to find another business to take on the lease, or for the use of the premises to be put to alternative use (eg residential). By dismissing the petition out of hand, the Council showed it feared business would go bust through loss of parking/loading and trade. When that happens, they do not want to be caught up in dealing with the consequences of their madcap scheme.

8. CHANGES TO LOADING AT MURRAYFIELD PLACE – HEARING SESSION - TRO

8.1 During the engagement and consultation on the CCWEL proposals, concerns were also raised in relation to the proposed changes to loading at Murrayfield Place. The proposed changes to Murrayfield Place will reduce the amount of kerbside available for parking and loading. However, the loading bay which will be provided on the north side of Murrayfield Place, with space for 2 normal cars, is likely to be sufficient for the limited requirements on this street, given there are only 4 small shops/cafes on the street. This Loading bay will be available all day.

This is untrue. The parking at Murrayfield Place will be the natural choice for shoppers (who know the area) to go to, when they discover they cannot park in Roseburn Terrace. So Murrayfield Place will need to compensate for the 50% reduction in parking that Roseburn Terrace will suffer.





These plans show what the loss of parking/loading in Roseburn Terrace will be. For the Council to also seek to remove parking at Murrayfield Place is to add insult to injury.

8.2 Furthermore, though the number of parking spaces on this short section of the street will slightly decrease (from 13 to eight), the overall number of short stay parking spaces in the area will increase significantly, as noted at 7.6, including 16 new designated short-stay spaces within 50m on Murrayfield Place

These spaces are on Murrayfield Avenue and not close to the Roseburn Terrace shops at all.

9. BUS STOPS – WRITTEN SUBMISSIONS – REDETERMINATION ORDER

9.1 Various parties have raised concerns that the removal of the bus bay in front of the Apex Hotel on Haymarket Terrace, next to the junction with Magdala Crescent, will result in buses blocking the A8 while waiting at the bus shelter and increasing congestion. However, the VISSIM Modelling does not predict any significant impacts on congestion and concluded the following:

“In the morning peak, queue lengths extend beyond Magdala Crescent to the former Donaldson’s school. Queues are in part caused by the Haymarket junction and in part by the fact that one eastbound bus stop is located within the main traffic lane (at Magdala). Evening peak queues are shorter, extending no further than Coates Gardens.

Forecast AM journey times increase on Haymarket Terrace (by 90 seconds) and no significant increase is forecast in the evening period (Table 3.1.). It may be that morning peak delays are overestimated by the model, given the relatively light use of the bus stop at Magdala. If detailed work suggests that such delays are likely, it should be possible to reduce or eliminate them by amending the bus stop details during the detailed design stage.”

Table 3.1: Journey times eastbound on Haymarket Terrace

	AM	PM
Base	2:12	2:06
With cycle scheme	3:33	2:22
Additional delay	1:21	0:16

9.2 Furthermore, discussions have taken place with Lothian Buses regarding this, and they have made clear that they are not concerned about delays due to the light use of this bus stop.

9.3 Concerns were also raised about the potential for conflict between bus users and cyclists at the location of the bus stop outside the Apex Hotel. To reach or leave the bus stop, pedestrians will need to cross the cycle way. The Council has proposed marked zebra-type crossings either side of the bus shelter which will provide pedestrians with a convenient crossing of the cycle way, whether heading east or west. The crossings will also be raised on the cycleway to clearly identify them and encourage cyclists to slow down.

The bus stop will be on an “island”; woe betide anyone stepping off a bus and wandering, without thinking, into the path of a cyclist. Cyclist are just as prone to road rage as any other road user.

9.4 Some comments have also been made in relation to the use of ‘island’ bus stops generally and the safety for pedestrians, particularly children and the elderly. The use of such bus stops is common in countries with extensive cycling infrastructure and is consistent with Cycling by Design published by Transport Scotland and the Edinburgh Street Design Guidance. The Council has already introduced a similar arrangement on Leith Walk and is monitoring the impact of its operation.

9.5 Concerns were also raised about bus stops being positioned immediately opposite each other east of Murrayfield Avenue, resulting in the carriageway being blocked if there are buses stopped at each bus stop at the same time. The Council assumes that this is referring to the bus stops between the junctions with Murrayfield Avenue and Roseburn Gardens. At this location there are two lanes operating in each direction and the Council would again refer to the outcomes of the VISSIM Modelling discussed in section 5.

The modelling does not consider what will happen when several buses get backed up at the bus stop, as frequently happens at busy times. They will be backed up to behind of (and on top of) the Murrayfield Bar pedestrian crossing.

10. CONGESTION – WRITTEN SUBMISSIONS – REDETERMINATION ORDER

The Council refers to its comments in sections 5 and 9.

11. SAFETY – WRITTEN SUBMISSIONS – REDETERMINATION ORDER

11.1 The Council refers to its comments in section 6 for the approach to road safety generally. However, specific issues have been raised in relation to:

11.1.1 the kerbing at the entrance to Roseburn Park being unnecessary;

11.1.2 the design at various junctions which requires vehicles to immediately give way where there are cyclists using the cycle way; and

11.1.3 the general interaction between cyclists and pedestrians.

11.2 In response to the kerbing at the Roseburn Park entrance, the Council remains of the view that the kerbing and an associated build out is necessary to protect the entrance to Roseburn Park. The kerbing and build out will improve visibility between cyclists and pedestrians emerging from the park and vehicle drivers on Roseburn Place. It will also physically prevent the repetition of past incidents where the ranger has been unable to access the park due to the way vehicles have been parked on Roseburn Place.

I lived at this point for 13 years (at 32 Roseburn Place). I never once saw users of the park (even those entering on 4 wheels) impeded by badly parked vehicles. This is not a reasonable judgement. The build-out here is too big and removes too much parking.

11.3 The Council notes the issues raised in relation to the design of the junctions where the cycle way crosses the carriageway of side streets. The design of CCWEL, and these crossings, is in line with the Edinburgh Street Design Guidance and Transport Scotland’s design guidance for cycle routes and is consistent with how similar cycleways have been designed and built in other parts of the country, and indeed the city. There are also other places in Edinburgh where vehicles may have to

give way immediately after turning into a road, such as those turning into Chambers Street from George IV Bridge when pedestrians are using the zebra crossing, and Albert Street, when cyclists are crossing.

12. DISABLED ACCESS – WRITTEN SUBMISSIONS – REDETERMINATION ORDER

12.1 Concerns have been raised that disabled access to businesses in Roseburn Terrace will be made more difficult as a result of the proposals to reduce parking and loading spaces outside business premises.

12.2 The Council acknowledges that the changes to loading on Roseburn Terrace will make access to some premises on Roseburn Terrace more difficult for disabled people with mobility issues. While it does not replace the current provision, the Council has extended the hours of operation of the loading bay on the south of Roseburn Terrace so that it is available all day to mitigate some of the impact of the loss of loading bays. The maximum distance from a parking or loading space available to a disabled person on Roseburn Terrace after implementation of the project will be approximately 50m.

Firstly, extending the hours of parking is fairly meaningless. These two spaces are really there for Scotmid's delivery van. If someone else occupies the space, Scotmid will not get food in. The pavements are already narrow for moving lots of produce along with pedestrians there if the van must park round the corner. If Scotmid can't get deliveries, it will close and we will lose the only grocer on Roseburn Terrace.

And 50m for a disabled person is about 70 paces. That's too far.

12.3 It is also worth noting that the new crossing facilities which will be installed as part of CCWEL will provide a significant benefit for people with mobility impairments accessing the facilities on Roseburn Terrace.

12.4 Cycling can also be an important mobility aid for disabled people and the Council has liaised with the charity Wheels for Wellbeing who work to promote cycling as an important mobility aid for many disabled people, increase the number of disabled people cycling for everyday journeys and ensure that cycle routes are inclusive and accessible, in finalising the designs.

This is daft. If you can't walk, you can't cycle. It's as simple as that.

13. CYCLISTS IN THE MINORITY – WRITTEN SUBMISSIONS – REDETERMINATION ORDER

13.1 Objections have been raised to using a major arterial road to carry cyclists, who are a minority. One of the objectives of CCWEL is to increase cycling activity in accordance with national, regional and local policies as set out in section 2. Policy decisions at all levels have therefore been made to encourage cycling activity and, flowing from that, the Council has made a policy decision to improve the cycle connections east-west across Edinburgh.

Improving cycle connections can best be achieved by focussing on improving junctions for cyclists and sorting out cycle lanes and reorganising a few intersections, as per the Roseburn Vision.

14. ALLEGED IGNORANCE OF PUBLIC OPINION – WRITTEN SUBMISSIONS – REDETERMINATION ORDER

14.1 Various representations allege that the Council has or will ignore representations and comments that have been submitted. The Council strongly refutes any suggestion that it is ignoring comments raised. Where the Council has not made a change in response to comments raised, it does not mean that those comments have been ignored. The Council has taken those comments into account but may simply have reached a different decision.

14.2 The Council has undertaken extensive consultation on CCWEL in an effort to consult as widely as possible on the proposals. An overview of the consultation that has taken place is included in section 2 of the Roseburn to Leith Walk Cycle Route and Street Improvements Consultation Report but it involved the following channels:

a) A consultation leaflet – tailored versions were provided for each of the distribution areas. This was initially not delivered in Roseburn. After protests by residents and local Cllr Balfour, the Council extended the “consultation” period. And it was not consultation, but information giving, with people (not just citizens) invited to vote yes or no. By giving out the link to the consultation to the Spokes cycling evangelists (there are 1,000 Spokes members) and many responded to the consultation, even though were never going to use the CCWEL, simply because the Spokes Executive declared it was essential for the city. In this way the lycra-clad warriors of Spokes manage to influence civic decisions; they can also get friends from across Scotland/the world to influence road layout changes in an EH12 postcode. Local residents and those with a bona-fide interest (eg who may travel along the A8 and may even cycle it) are swamped by others who simply support it because they consider anything that is not on two wheels is bad.

- b) A dedicated section of the Council’s website.
- c) A series of public exhibitions.
- d) Posters promoting the upcoming exhibitions.

I never saw any of these.

e) Stakeholder workshops.
The “stake-holders” were mostly hand-picked pro-cycling lobbyists and officers installed by the Council.

- f) Online questionnaire.
- g) Social media.
- h) A dedicated project consultation e-mail address.
- i) Regular stakeholder updates and mailing list
- j) Statutory Consultation processes
- k) Creation of dedicated Stakeholder Liaison Officer role for the project

14.3 The Council has made changes to the design following the engagement prior to commencing the Stakeholder Group meetings and the formal statutory consultation for the Redetermination Order and the TRO. These are outlined in the reports to the Committee on 20 August 2016 and 30 June 2018. By way of example, the amendments include:

- 14.3.1 an increase in the width of the westbound carriageway at West Coates to allow retention of all three westbound bus stops, reduce westbound delays and enable overnight loading on the south side of the road;
- 14.3.2 improved pedestrian crossing facilities at West Coates;
- 14.3.3 reintroduction of a loading bay on the south side of Haymarket Terrace; and
- 14.3.4 reducing the length of the cycle-gate and one-way ‘plug’ on Roseburn Gardens to enhance area available for parking.

Whilst the Council has made some small changes, it has never deviated from declaring that the CCWEL is what is needed to boost cycling in the city. There are far better ways to spend cycling cash. Our petition drew 6,000 objectors, but the Council virtually ignored it.

15. LOADING – WRITTEN SUBMISSIONS – TRO

15.1 Changes to loading at Roseburn Terrace are addressed in section 7. However, representations also raised the issue of reduced loading bay provision on Morrison Street for the purposes of a taxi rank

and the inaccessibility of loading bays in Coates Gardens for deliveries to premises on Haymarket Terrace.

- 15.2 In relation to the loss of loading on Morrison Street, the original CCWEL proposals would have reduced the 64m bay with space for up to 12 vehicles to a 38m bay with space for up to seven vehicles. However, following representations to the TRO, the Council has proposed a revised design which now incorporates an enhanced 45m bay with space for up to nine vehicles. The reduction in the size of the Loading Bay on the North Side of Morrison Street is required to provide room for the relocated Taxi Rank from the North side of Haymarket Terrace.
- 15.3 There is also planning permission for a development on the south side of Morrison Street which proposes the provision of a 30m loading bay with space for around six vehicles which could provide additional loading facilities for properties on the north side of Morrison Street. Related improvements to the junction layout at Haymarket will also improve the connectivity between the north and south side of Morrison Street.
- 15.4 The loading bays in Coates Gardens will also be accessible for vehicles delivering to premises on Haymarket Terrace. While vehicles will be prohibited from turning into Coates Gardens from Haymarket Terrace, vehicles will still be able to access the loading bays from Haymarket Terrace via Magdala Crescent and Eglinton Crescent. The periods of operation of the loading bays in Haymarket Terrace are also being extended so that they are all day loading bays, to mitigate the reduced loading bay provision on Haymarket Terrace.

The new arrangement would take trade from the shops, as travellers will not understand that it is possible to access parking from Magdala Road. They will drive past and it will only be when they are near the 30 or so businesses that they realise they can't turn up the side streets to find parking, nor will there be anywhere on the main road to stop. The hotels on the side streets are particularly worried as to how those travelling by car will get to them.

16. PARKING – WRITTEN SUBMISSIONS – TRO

- 16.1 Representations have been submitted raising concerns about the reduction in parking provision in the Roseburn to Haymarket area arising from CCWEL. Each of the sections are addressed in turn in this section. In relation to Roseburn and Murrayfield, the CCWEL proposals include a reduction of nine parking spaces throughout the Roseburn and Murrayfield area and this is anticipated to retain sufficient provision. A parking survey has been carried out which found that, during the busiest period (10am-11am), 249 of the approximately 270 existing spaces were full. In other words, approximately 93% of the spaces were used, and there were around 20 free spaces. The increased provision of short-stay parking is also discussed in section 7.

Our data shows different findings. The Council's plans will cause a significant impact on small traders, none of whom will absorb a 25% loss in profits. These traders already work long hours, with not a lot to show for it. We do not want to lose them, for the shops are the life blood of our community.

- 16.2 All of the streets adjacent to West Coates are within the parking zone that has the highest ratio of available parking spaces to permits in the city, at 4.35 parking spaces per permit. The streets within this zone contain approximately 500 parking spaces and, during the busiest period (12:00-13:00) of the Council's parking survey, there were only 155 cars parked, including those parked on West Coates. As such, despite a reduction of 79 spaces, this is not expected to have a significant impact on the surrounding area.
- 16.3 Rosebery Crescent and Coates Gardens fall within Parking Zone 1. In Zones 1, 1A and 2 there is a dispensation in place allowing residential permit holders to park in public pay-and-display bays. Taking this dispensation into account, Zone 1 has one of the highest ratios of parking bays to permit holders in the Controlled Parking Zone, at 1.14 bays per permit holder. This is more than any other Zone in the Central or Peripheral areas, excepting zones 1A and 2 where the dispensation also applies.

As such a small reduction in parking is likely to be less impactful here than in other parts of the Controlled Parking Zone.

- 16.4 The parking survey which was carried out demonstrated parking demand outstripping supply in the Haymarket area. On Haymarket Terrace and the immediately adjacent streets (Magdala Cres, Coates Gdns, and Rosebery Cres) there are approximately 160 parking spaces. During the busiest time (06:00-07:00), there were 185 vehicles parked on these streets. However, the survey suggests that many of these vehicles may have been loading and the loading bays are not taken into account in the available parking spaces. As such, it is anticipated that the increase in loading capacity, combined with the plentiful availability of shared parking bays in the nearby West Coates area, will mitigate any negative impacts of the reduction in parking spaces on the surrounding areas.

The West Coates parking is a huge distance away from the shops. I measure half a kilometre. Nobody is going to use parking spaces so far from their destination, if all they are doing is shopping. They will just take their business elsewhere, to somewhere they can get easy parking.

17. DISABLED ACCESS – WRITTEN SUBMISSIONS – TRO

- 17.1 The issue of disabled access to Roseburn Terrace premises is addressed in section 12. It should also be noted that the Council has made changes to the taxi rank at Haymarket Station, which will benefit the mobility impaired.
- 17.2 Under the initial proposals for CCWEL, the taxi rank would have been relocated to the north side of Clifton Terrace. However, following consultation with the taxi trade and representative organisations for the mobility impaired, both during the initial public consultation exercise on the preliminary plans and during the Stakeholder Group, the taxi rank will now be located in the layby in front of Haymarket Station. This significantly enhances the convenience of the taxi rank at Haymarket Station and will be significantly more accessible for the mobility impaired.

There will only be space for two taxis at the station.

18. PROPOSED MODIFICATIONS TO ADVERTISED ORDERS

- 18.1 The Council is proposing modifications to the Redetermination Order at Roseburn Gardens, referred to at 14.3.4, and the TRO at Morrison Street, discussed in section 15.2.
- 18.2 Revised order documentation will be provided with the documents submitted for the Hearing.

19. REPRESENTATION AT HEARING SESSIONS

- 19.1 The Council will be represented at the Hearing Sessions by Mark McMurray, a Partner at CMS Cameron McKenna Nabarro Olswang LLP. The following individuals will also represent the Council to provide the Reporter with evidence on their specialist areas:

- a) Ewan Kennedy, Senior Manager Transport Networks
- b) Phil Noble, Senior Professional Officer
- c) Rurighd McMeddes, Active Travel Officer

20. DOCUMENTS

- 20.1 The Council intends to rely upon the documents listed in the Schedule to this document. The Council reserves the right to amend the list of documents in light of the submissions made by other parties.

21. CONCLUSIONS

- 21.1 Section 122 of the Road Traffic Regulation Act 1984 (the “**RTRA**”) requires the Council to exercise its functions in making a TRO to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off

the road. This duty is a qualified duty in that the Council must comply with it so far as practicable, having regard to:

- a) the desirability of securing and maintaining reasonable access to premises;
- b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- c) the national air quality strategy;
- d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- e) any other matters appearing to the Council to be relevant.

It rather feels to us that the Council is failing in most of these objectives with the CCWEL. There is, many think, a desire to make travelling by 4 wheels in the city so unpleasant (because of congestion) that citizens will take to 2 wheels in desperation. That is not realistic or fair. We will see fewer shops and more gridlock; folk won't give up their cars, they'll just sit in them, going nowhere, polluting our streets as they wait for things to get moving. Not good for anybody.

21.2 From the information set out in this submission, it is demonstrated that the Council has sought to secure the expeditious, convenient and safe movement of vehicular traffic, cyclists and pedestrians. The Council has also had regard to maintaining reasonable access to premises, the effect of CCWEL on the amenity of the area, air quality, facilitating and maintaining the passage of public transport and, among other things, the strong policy support for improving facilities for active and sustainable travel options. The Council has therefore complied with its duty under section 122 of the RTRA.

21.3 CCWEL, together with the Redetermination Order and TRO, has strong policy support at national, regional and local level, as can be seen from Section 2. The Council considers that the following factors also support confirmation of the Redetermination Order and the making of the TRO:

- (i) Extensive consultation has been undertaken on the CCWEL proposals and the Council has made a number of changes to take account of comments raised during the consultation.

Not true. The main change we'd like to see is no CCWEL and the money spent sensibly on useful cycling improvements and alternatives (including bikes on buses, more electric charging points, etc)

- (ii) The VISSIM Modelling demonstrates that there is predicted to be a minimal/modest impact on A8 journey times and while there are predicted to be some significant impacts on queuing/journey times in other locations, it is considered that there are alternative routes available for those affected.

Not true. It is not realistic of actual road use.

- (iii) It is predicted that there will be a reduction in emissions arising from CCWEL, particularly as a result of the reduction in lanes for westbound traffic on the A8.

Our ex-SEPA expert thinks not; rather the opposite.

- (iv) Detailed consideration has been given to alternative routes and connections and the Council considers that the preferred route has been robustly justified.

Not true at all.

- (v) The Council has undertaken a Stage 1 Road Safety Audit on the final preliminary designs and made changes to take account of the conclusions of that Road Safety Audit. Further Stage 1-2, Stage 2, Stage 3 and Stage 4 Road Safety Audits will also be undertaken.

- (vi) Where the number of loading bays have been reduced, the Council has sought to mitigate the impact of this, e.g. by increasing the hours of operation of retained loading bays.
- (vii) Parking surveys undertaken demonstrate that the parking provision should be sufficient and in Roseburn, where there is a clear demand for short-stay parking, the short-stay parking provision is substantially increased.
- (viii) While the Council acknowledges that the changes to loading on Roseburn Terrace will make access to some premises on Roseburn Terrace more difficult for disabled people with mobility issues, cycling can also be an important mobility aid for disabled people. The Council has worked with charities who work to promote cycling as an important mobility aid for many disabled people, who are supportive of the CCWEL proposals. The Council has made changes to the taxi rank at Haymarket Station, which will benefit the mobility impaired.

I have met quite a few disabled people opposed to this.

- (ix) Research suggests that improved cycling infrastructure can bring economic benefits to an area.

In the US, perhaps, with wide streets that can keep cyclists and drivers and traders happy. It's not proven here.

- (x) Design of CCWEL has been undertaken in accordance with Cycling by Design and the Street Design Guidance.

Note some Scottish Councils have been ripping up their protected cycle tracks and cancelling schemes because they are just not being used:

<https://www.thetimes.co.uk/article/call-for-vision-after-cycle-route-setbacks-kvjd9hg6b>

<https://road.cc/content/news/207146-ayrshire-bike-lane-be-ripped-outfor-%C2%A395000>

SCHEDULE

List of Documents

Document No.	Document Title
CEC 1.	The City of Edinburgh Council (Roseburn to Haymarket Area, Edinburgh) (Redetermination of Means of Exercise of Public Right of Passage) Order 201_ RSO/18/05 [Hyperlink to document] Hyperlink not working
CEC 2.	Statement of Reasons - RDO [Hyperlink to document] Hyperlink not working
CEC 3.	RSO_18_05 Advert, The Scotsman, 20 April 2018
CEC 4.	RSO_18_05 Advert, The Gazette, 20 April 2018
CEC 5.	RSO-18-05 List of Consultees
CEC 6.	The City of Edinburgh Council (Various Streets) (Prohibition of Waiting) and (Traffic Regulation: Restrictions on Waiting, Loading and Unloading, and Parking Places) and (Various Roads, Edinburgh) (Prohibition of Waiting at Junctions) and (Greenways) and (Edinburgh Tram) (Prohibition of Entry, Motor Vehicles and Turning, One-Way Roads, Bus/Tram Priority Lanes and Weight Limit) and (Edinburgh Tram) (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No -) (Variation No -) Order 201- - TRO/17/91 [Hyperlink to document] Hyperlink not working
CEC 7.	Statement of Reasons - TRO [Hyperlink to document] Hyperlink not working
CEC 8.	TRO-17-91 List of Consultees
CEC 9.	TRO_17_91 Advert, The Scotsman, 20 April 2018
CEC 10.	Report - Development of Major Cycling and Walking Projects – Implementation Plan, The City of Edinburgh Council Transport and Environment Committee, 3 June 2014 [Hyperlink to document] Hyperlink not working
CEC 11.	Minutes - The City of Edinburgh Council Transport and Environment Committee, 3 June 2014 [Hyperlink to document] Hyperlink not working

Document No.	Document Title
CEC 12.	Business Bulletin – The City of Edinburgh Council Finance and Resources Committee, 30 September 2014 [Hyperlink to document] Hyperlink not working
CEC 13.	Report - Roseburn to Leith Walk Cycle Route and Street Improvement Project – Public Consultation for the Preliminary Design, The City of Edinburgh Council Transport and Environment Committee, 27 October 2015 [Hyperlink to document] Hyperlink not working
CEC 14.	Minutes - The City of Edinburgh Council Transport and Environment Committee, 27 October 2015 [Hyperlink to document] Hyperlink not working
CEC 15.	Report - City Centre West to East Cycle Link and Street Improvements: Consultation Results and Potential Project Amendments, The City of Edinburgh Council Transport and Environment Committee, 30 August 2016 [Hyperlink to document] Hyperlink not working
CEC 16.	Minutes - The City of Edinburgh Council Transport and Environment Committee, 30 August 2016 [Hyperlink to document] Hyperlink not working
CEC 17.	Report - City Centre West to East Cycle Link and Street Improvements Project, Report to The City of Edinburgh Council Future Transport Working Group, 16 December 2016 [Hyperlink to document] Hyperlink not working
CEC 18.	Decision - City Centre West to East Cycle Link and Street Improvements Project, The City of Edinburgh Council Future Transport Working Group, 16 December 2016
CEC 19.	Report - Melville Crescent Public Realm Project - Update, The City of Edinburgh Council Transport and Environment Committee 1 March 2018 [Hyperlink to document] Hyperlink not working
CEC 20.	Minutes - The City of Edinburgh Council Transport and Environment Committee 9 March 2018 [Hyperlink to document] Hyperlink not working

Document No.	Document Title
CEC 21.	Report - City Centre West to East Cycle Link and Street Improvements Project – Section 1 (Roseburn Place/Murrayfield Avenue to Rosebery Crescent/Morrison Street) – Representations to Traffic Regulation Order and Redetermination Order, The City of Edinburgh Council Transport and Environment Committee, 20 June 2018 [Hyperlink to document] Hyperlink not working
CEC 22.	Minutes - The City of Edinburgh Council Transport and Environment Committee, 20 June 2018 [Hyperlink to document] Hyperlink not working
CEC 23.	Scotland's National Transport Strategy, December 2006 [Hyperlink to document] Hyperlink not working
CEC 24.	National Transport Strategy, January 2016 [Hyperlink to document] Hyperlink not working
CEC 25.	National Transport Strategy 2 (NTS2) - Draft Strategy for Consultation, July 2019 [Hyperlink to document] Hyperlink not working
CEC 26.	Cycling Action Plan for Scotland 2017-2020, Transport Scotland, January 2017 [Hyperlink to document] Hyperlink not working
CEC 27.	Regional Transport Strategy 2015 – 2025 Refresh, SEStran, July 2015 [Hyperlink to document] Hyperlink not working
CEC 28.	Local Transport Strategy 2014 – 2019, The City of Edinburgh Council [Hyperlink to document] Hyperlink not working
CEC 29.	Active Travel Action Plan, The City of Edinburgh Council, 2016 Refresh [Hyperlink to document] Hyperlink not working
CEC 30.	Edinburgh City Centre Transformation Proposed Strategy for consultation, The City of Edinburgh Council, May 2019 [Hyperlink to document] Hyperlink not working
CEC 31.	Edinburgh Design Guidance, The City of Edinburgh Council, October 2017 – (Chapter 4. Designing streets: Edinburgh Street Design Guidance) [Hyperlink to document] Hyperlink not working
CEC 32.	Roseburn Action Plan, Murrayfield Community Council, October 2014 [Hyperlink to document] Hyperlink not working

Document No.	Document Title
CEC 33.	CCWEL and Roseburn Action Plan
CEC 34.	Rejuvenating Roseburn, Delivering the Roseburn Action Plan, Public Consultation Summary Report, June 2019
CEC 35.	Bike Life Edinburgh – 2017 – Sustrans and The City of Edinburgh Council [Hyperlink to document] Hyperlink not working
CEC 36.	Roseburn to Leith Walk Cycle Study Edinburgh, Route Options Feasibility Assessment & User Impact Appraisal, WSP for The City of Edinburgh Council, March 2014 [Hyperlink to document] Hyperlink not working
CEC 37.	City Centre West to East Cycle and Street Improvement Scheme, VISSIM traffic modelling, Jacobs Report for The City of Edinburgh Council, 12 December 2016 [Hyperlink to document] Hyperlink not working
CEC 38.	Stakeholder Group Registration Lists, Slides and Meeting Notes
CEC 39.	Outer House Decision - Elizabeth Fairley against Edinburgh Trams Limited and The City of Edinburgh Council; and Iain Lowdean against Transport Initiatives Edinburgh Limited and The City of Edinburgh Council – 28 June 2019 [Hyperlink to document] Hyperlink not working
CEC 40.	Proposed Monitoring Plan - City Centre West to East Cycle Link and Street Improvements Project (CCWEL)
CEC 41.	Report - Benefits of Investing in Cycling by Dr Rachel Aldred for British Cycling [Hyperlink to document] Hyperlink not working
CEC 42.	TfL Report - Walking & Cycling - The Economic Benefits [Hyperlink to document] Hyperlink not working
CEC 43.	New York City Department of Transport (2014) Study - Protected Bicycle Lanes in NYC [Hyperlink to document] Hyperlink not working
CEC 44.	Cycling by Design 2010 (Revision 1, June 2011), Transport Scotland [Hyperlink to document] Hyperlink not working
CEC 45.	Designing Streets, A Policy Statement for Scotland, 2010 [Hyperlink to document] Hyperlink not working

Document No.	Document Title
CEC 46.	A rolling walking stick - why do so many disabled people cycle in Cambridge - The Guardian, 2 January 2018 [Hyperlink to document] Hyperlink not working
CEC 47.	Roseburn to Leith Walk Cycle Route and Street Improvements Consultation Report, The City of Edinburgh Council, Revised July 2016 [Hyperlink to document] Hyperlink not working
CEC 48.	Planning Application Ref: 19/02623/FUL Haymarket Edinburgh - Proposed Transport Strategy, Sweco UK Limited, 19 March 2019
CEC 49.	Parking Survey CCWEL Parking Survey Results (Table) CCWEL Parking Survey Results (Roseburn Area Infographic)
CEC 50.	Consumer Behavior and Travel Choices: A Focus on Cyclists and Pedestrians [Hyperlink to document] Hyperlink not working
CEC 51.	Bicyclists as Consumers, Article in Transportation Research Record Journal of the Transportation Research Board · December 2014 [Hyperlink to document] Hyperlink not working
CEC 52.	Modifications to Redetermination Order in Response to Representations
CEC 53.	CCWEL Integrated Impact Assessment
CEC 54.	AECOM LinSig Outputs
CEC 55.	EnViver and ADMS Air Quality Reports
CEC 56.	Road Safety Audit Stage 1 & Council Design Response
CEC 57.	Seville: How a small Spanish city became a cycling hub for all [Hyperlink to document] Hyperlink not working
CEC 58.	Bike Life, Bristol 2017, Sustrans [Hyperlink to document] Hyperlink not working
CEC 59.	Council update on £6m cycling scheme which will 'improve connectivity' around Boots site, Nottinghamshire Post, April 2018 [Hyperlink to document] Hyperlink not working

Document No.	Document Title
CEC 60.	Segregated Cycling Infrastructure – Understanding cycling levels, traffic impacts and public and business attitudes. City Planning, Transport for London [Hyperlink to document] Hyperlink not working
CEC 61.	Cycling in London at record levels, new figures reveal, Evening Standard, 3 July 2019 [Hyperlink to document] Hyperlink not working
CEC 62.	Factors influencing the propensity to cycle to work, Wardman, Tight and Page Institute for Transport Studies, University of Leeds