

# Transport and Environment Committee

3.00pm, Wednesday, 20 June 2018

## 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

Item number	7.1
Report number	
Executive/routine	Executive
Wards	6 - Corstorphine/Murrayfield 11 – City Centre
Council Commitments	<a href="#">16</a> , <a href="#">17</a> , <a href="#">18</a> , <a href="#">19</a> , <a href="#">27</a> , <a href="#">39</a>

### Executive Summary

The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets.

Section 1 of the CCWEL project runs from Roseburn to Haymarket. The proposals for this section require a Traffic Regulation Order (TRO) and Redetermination Order. This report provides details of the statutory consultation for both Orders.

Overall 94 representations to the advertised orders were received. Of these 94 representations 47 include objections, and 43 are letters of support. Two of the representations which included objections have been withdrawn in response to changes to the design. Of the remaining objections 31 include objection to the advertised TRO and 36 include objection to the advertised Redetermination Order. The representations and the Council's responses are summarised in this report.

Plans showing the proposed road layouts, and proposed changes to the advertised orders based on representations received, are appended to the 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**

### **1. Recommendations**

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- 1.1 It is recommended that the Committee:
  - 1.1.1 notes the representations received in relation to the advertised TRO and Redetermination Order and the Council's comments in response;
  - 1.1.2 notes that 13 representations were received which made objection to changes to loading and unloading facilities that were proposed as part of the advertised TRO and that the Council is obliged to hold a public hearing if any of these representations are not subsequently withdrawn;
  - 1.1.3 notes the amendments that are proposed to the advertised TRO to address the concerns raised within representation, and agrees that the orders should be made with these changes;
  - 1.1.4 notes the changes that are proposed to the advertised TRO on Morrison Street which affects waiting, loading and unloading facilities;
  - 1.1.5 notes the Council's responses to those TRO representations which do not make reference to Loading and Unloading facilities, detailed in Appendix 9, and on this basis sets these aside;
  - 1.1.6 gives approval to make the advertised TRO in part, omitting the four areas (Morrison Street, Haymarket Terrace, Roseburn Terrace and Murrayfield Place) where there are unwithdrawn objections to proposed changes to loading and unloading facilities;

- 1.1.7 agrees that officials should write to the Scottish Government to propose that a public hearing be held into the unwithdrawn TRO representations objecting to changes to loading and unloading provision on Roseburn Terrace, Murrayfield Place, Haymarket Terrace and Morrison Street;
- 1.1.8 gives approval to initiate a new TRO process, which will be required to make some of the amendments to the Haymarket Taxi stance and may be required for proposed changes to traffic restrictions on Magdala Crescent;
- 1.1.9 agrees that officials should refer the 36 representations which include at least one objection to the Redetermination Order to Scottish Ministers
- 1.1.10 notes that a separate statutory process is being progressed for the changes proposed to the taxi stance arrangements in the vicinity of Haymarket railway station, and that representations to this will be reported to the Regulatory Committee, and;
- 1.1.11 notes that a thorough and comprehensive Monitoring Plan is currently in development and will be delivered to provide information on the outcome of the overall scheme. This monitoring will include assessment of the impact of the project in the Roseburn, West Coates and Haymarket areas as well as the rest of the CCWEL project, and will be carried out before and after construction takes place.

## **2. Background**

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- 2.1 The City Centre West to East Cycle Link and Street Improvements (CCWEL) project consists of significant street improvements along a 4km route between Roseburn and Picardy Place, which will transform the nature and operation of these streets. The project is being delivered in a number of phases over several financial years.
- 2.2 The project has been the subject of several previous reports to this and other committees.
  - 2.2.1 Transport and Environment Committee – 03 June 2014
  - 2.2.2 Finance and Resources Committee – 30 September 2014
  - 2.2.3 Transport and Environment Committee – 27 October 2015
  - 2.2.4 Transport and Environment Committee – 30 August 2016
  - 2.2.5 Future Transport Working Group – 16 December 2016
  - 2.2.6 Transport and Environment Committee – 1 March 2018 (Melville Crescent).

### 3. Main report

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- 3.1 The first phase of the CCWEL project being progressed (Section 1) is the part of the route between Roseburn and Haymarket. An extensive programme of improvements is proposed, including:
- 3.1.1 new segregated cycling facilities;
  - 3.1.2 improved pedestrian and cycle crossing facilities;
  - 3.1.3 reduced road widths and providing 'continuous footways' at side road crossings;
  - 3.1.4 changes to waiting and loading restrictions;
  - 3.1.5 changes to bus lanes and bus stops;
  - 3.1.6 changes to taxi stance arrangements at Haymarket railway station;
  - 3.1.7 an upgrade of the Roseburn Terrace/Roseburn Street/Russell Road junction;
  - 3.1.8 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;
  - 3.1.9 public realm improvements at Murrayfield Place/Old Coltbridge and Haymarket Terrace (at the Apex Hotel);
  - 3.1.10 provision of new cycle parking facilities; and
  - 3.1.11 removing redundant street furniture and reducing street clutter.

The Preliminary Designs for this project were approved in December 2016 by the Executive Director for Place acting on devolved powers from the Transport and Environment Committee. This decision took place following a public consultation, and the establishment of a dedicated Stakeholder Working Group which was established to agree a way forward for the designs.

#### **Provision of Segregated Cycling Facilities**

- 3.2 A new two-way segregated cycle track is proposed between Roseburn and Rosebery Crescent, via Roseburn Terrace, Wester Coates and Haymarket Terrace.
- 3.3 This facility will be physically segregated from motorised traffic by a 0.5m wide separation kerb, although this separation width will increase adjacent to dedicated parking and loading bays.

#### **Changes to Waiting and Loading Restrictions**

- 3.4 A review of all existing loading and parking facilities along the route has been undertaken, and a number of changes are proposed in order to facilitate the improvements. These changes will enable more space people on foot and bikes for better pedestrian facilities and provision of the new cycleway.



- 3.5 The Council appreciates that it is important for businesses and residents to have access to loading facilities. The design process has sought to ensure that these are provided at suitable locations, which balance loading demand with impact on the cycle/ pedestrian improvements and on other road users, particularly public transport passengers.
- 3.6 Plans showing the location of proposed loading and parking bays under the new layout, and their associated hours of operation, are provided in Appendix 1. Plans showing the updated proposals, including changes which have been made in response to representations to the statutory consultation are provided in Appendix 2. Plans showing the existing layout in Roseburn and Haymarket are included in Appendices 5, 6 and 7.
- 3.7 Paragraphs 3.8 through 3.53 summarise the proposed changes street by street.

### **Murrayfield Avenue**

- 3.8 At present the affected area of this street – which lies at its southern extent – has areas of unrestricted parking with enough space for 12 vehicles. It is proposed to remove this unrestricted parking, and install Short Stay (2 Hour Maximum) Public Parking on this street with space for 16 vehicles. To achieve this, the taxi rank on the east side of Murrayfield Avenue will be removed, and the ‘End-On’ parking bay will be moved from the West side of the street, to the East. The large number of Resident Priority parking bays on the remainder of this street will be unaffected.

### **Murrayfield Place**

- 3.9 At present there are six ‘Greenway’ parking spaces on the South side of Murrayfield Place, and unrestricted kerbside parking with space for seven vehicles on the North side. It is proposed to replace this provision with six Short Stay public parking spaces on the South side, and two Short Stay public parking spaces on the North side, along with a significant increase in space for people on foot. All of these spaces will be available for a maximum stay of two hours. In addition it is proposed to introduce a Loading Bay with space for two standard vehicles on the North side of the street.

### **Roseburn Terrace**

- 3.10 It is proposed to reduce the number of Loading Bay spaces on this street from 24 to 12. This will be achieved by reducing the length of the bays on both the North and South side of the road adjacent to the shops. In addition, a small loading bay on the North side of Roseburn Terrace opposite the Tesco Express to the East of the junction with Roseburn Street and Russell Road would be removed.
- 3.11 It is important to note that the loading bay on the south side of Roseburn Terrace adjacent to the Murrayfield Bar is currently ‘Off-Peak’, meaning it cannot be used between 0730-0930, and 1600-1830 Mondays to Fridays. Under the project proposals this Loading Bay on the South Side of Roseburn Terrace, with space for five vehicles, will be available all day (ie: between 0730-1830).

- 3.12 In addition the loading bay on the South Side of Roseburn Terrace adjacent to the Tesco Express is currently 'off peak only', meaning it cannot be used between 0730-0930, and 1600-1830 Mondays to Fridays. Under the project proposals this Loading Bay with space for two vehicles will also be available all day (ie between 0730-1830).
- 3.13 There is no change to the number of parking spaces on Roseburn Terrace. However the two 'Greenway' parking spaces on the south side of Roseburn Terrace are currently 'off-peak only' meaning they cannot be used between 0730-0930, and 1600-1830 Mondays to Fridays. Under the project proposals these 'Greenway' spaces will be available for short stay parking all day (ie between 0730-1830).

### **Roseburn Gardens**

- 3.14 At present there are two Greenway parking spaces on Roseburn Gardens and two Greenway Loading Spaces. There is also Unrestricted Kerbside Parking with space for ten vehicles. It is proposed to remove the Greenway parking spaces, and relocate the Greenway Loading Spaces. This is to provide room for a turning head as vehicles will no longer be able to exit Roseburn Gardens onto Roseburn Terrace. There is no change to the amount of unrestricted parking on this street.
- 3.15 Following representations from Murrayfield Community Council, and other local stakeholders we are proposing a change to the advertised TRO on Roseburn Gardens. This change consists of reducing the length of the proposed one-way 'plug' and associated cycle-gate by approximately two meters. Please see Appendix 2 for details.

### **Roseburn Crescent**

- 3.16 At present, within the project area, there is unrestricted kerbside parking with space for 13 vehicles on this street. Under the proposals this will be reduced, and there will be space for eight vehicles. This is to allow for the construction of a build out, and the installation of double yellow lines to improve visibility and the ability to cross the road. It will also ensure that emergency vehicles are able to access Roseburn Park, something specifically requested by Friends of Roseburn Park.

### **Roseburn Street**

- 3.17 At present there are two Greenway loading spaces, two Greenway parking spaces and unrestricted kerbside parking with space for seven vehicles on Roseburn Street within the project area. Under the proposals there will be a reduction in the amount of space available for parking, from nine spaces overall, to eight. In addition, all parking spaces in this area will be designated short stay (maximum two hours) to ensure this parking is available for visitors to the local shops.
- 3.18 There is no proposed change to the number of loading bay spaces, however the two loading bay spaces on the West side of Roseburn Street adjacent to the Roseburn Bar are currently only available during Off-Peak time. Under the project proposals these will be available all day.

## Russell Road

- 3.19 At present within the affected area on Russell Road there is a Loading Bays with space for four vehicles and a City Car Club bay with space for two vehicles. There is also a small unrestricted car park with space for 15 vehicles.
- 3.20 It is proposed to remove the Loading Bay. This is to allow for the installation of a shared cycle and pedestrian zebra crossing over Russell Road.
- 3.21 In addition it is proposed to introduce waiting restrictions on the 15 parking spaces in the public car park. At present these spaces are unrestricted, under the project proposals these spaces will be subject to a two hour maximum stay to ensure these spaces are available for people visiting the shops.
- 3.22 Finally, following representations from Murrayfield Community Council and other local stakeholders during the statutory consultation, we are proposing a change to the advertised TRO, to relocate the City Car Club bays to inside the car-park, and re-classify the existing City Car Club bays as short stay parking (2 hours maximum). Please see appendix 2 for details.
- 3.16 A quick Summary of the proposed changes to loading and parking facilities in Roseburn are provided in Tables 1 and 2 below, while more comprehensive information can be found in Appendix 12.

**Table 1: Summary of Changes to Loading Bays in Roseburn**

Street	Existing			Proposed		
	Off Peak Only	All Day	Total	Off Peak Only	All Day	Total
Murrayfield Place	-	-	0	-	2	2
Roseburn Gardens	-	2	2	-	2	2
Roseburn Terrace North Side (West of Roseburn Street)	8	-	8	5	-	5
Roseburn Terrace South Side (West of Roseburn Street)	12	-	12	-	5	5
Roseburn Terrace (East of Roseburn Street)	4	-	4	-	2	2
Roseburn Street	-	2	2	-	2	2
Russell Road	-	4	4	-	-	0
<b>Total</b>	<b>24</b>	<b>8</b>	<b>32</b>	<b>5</b>	<b>13</b>	<b>18</b>

**Table 2: Proposed Changes to Parking Bays in Roseburn**

Street	Existing			Proposed		
	Unrestricted	Short Stay	Total	Unrestricted	Short Stay	Total
Murrayfield Avenue	12	-	12	-	16	16
Murrayfield Place	7	6	13	-	8	8
Roseburn Gardens	10	2	12	10	-	10
Roseburn Crescent	13	-	13	8	-	8
Roseburn Terrace South Side (West of Roseburn Street)	-	2	2	-	2	2
Roseburn Street	7	2	9	-	8	8
Russell Road	15	-	15	-	15	15
<b>Total</b>	<b>62</b>	<b>12</b>	<b>76</b>	<b>18</b>	<b>49</b>	<b>67</b>

Overall Impact of Parking Reduction in Roseburn

- 3.17 In Murrayfield and Coltbridge there exists a significant number of Resident Priority parking bays. These are unaffected by the proposals. However, in Roseburn, to the South of Roseburn Terrace there is no such designation, and concerns have been voiced regarding the impact of the project on parking in this area.
- 3.18 Within Roseburn (Roseburn Terrace; Avenue; Crescent; Drive; Gardens; Place, and; Russell Road) there are approximately 270 parking spaces, including Greenway (6) and Unrestricted (approx. 264). The parking survey carried out as part of the initiation of this project looked at occupancy of these parking spaces throughout a full working day from 05:00 to 20:00. This survey found that during the busiest period (10am-11am) 249 of these spaces were full (ie: approximately 93% of the spaces were used, and there were around 20 free spaces).
- 3.19 The CCWEL proposals include a reduction of nine parking spaces throughout the Roseburn and Murrayfield area this is anticipated to meet parking requirements.

## West Coates

- 3.20 The number of loading spaces on West Coates will not change. However the CCWEL proposals will remove a significant number of Greenway parking bays. This is necessary to provide space for the cycle track on the North Side. The initial proposals for the CCWEL were to reduce the number of parking spaces from 104, to 24. However, following representations we are proposing a change to the advertised TRO we have revised the designs to increase this number slightly to 29. Please see Appendix 2 for details.
- 3.21 The parking survey which was carried out during the initiation of this project found that on the day surveyed (mid-week) occupancy of these parking bays peaked at 51 vehicles (between 14:00 – 15:00), many of these vehicles were parked for over 4 hours, suggesting they may be used by commuters.
- Wester Coates Road
- 3.23 Wester Coates Road is lined with Shared Parking bays down both sides. Within the project area there are four existing Shared Parking Bays at the southern extent of Wester Coates Road. It is proposed to remove these in favour of Single Yellow parking restrictions. This is proposed to allow drop-off, collection and loading for the adjacent hotels who will be affected by the reduced space for these activities on West Coates under the proposals.
- 3.24 The initial proposals for the CCWEL were to reduce the number of parking spaces on Wester Coates Road by a greater extent and introduce a larger section of Single Yellow Restrictions. However, following representations we are proposing a change to the advertised TRO and have revised the designs to maintain a greater number of Shared parking bays. Please see Appendix 2 for Details.
- 3.25 A quick Summary of the proposed changes to loading and parking facilities in West Coates are provided in Tables 3 and 4 below, while more comprehensive information can be found in Appendix 12.

**Table 3: Proposed Changes to Loading Bays in West Coates**

Street	Existing			Proposed		
	Off Peak Only	All Day	Total	Off Peak Only	All Day	Total
A8 West Coates	3	-	3	-	3	3
Wester Coates Road	-	-	0	-	-	0
<b>Total</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>

**Table 4: Proposed Changes to Parking Bays in West Coates**

Street	Existing			Proposed		
	Greenway	Shared (Zone N5)	Total	Greenway	Shared (Zone N5)	Total
A8 West Coates	104	-	104	29	-	29
Wester Coates Road	-	4	4	-	-	0
<b>Total</b>	<b>104</b>	<b>4</b>	<b>108</b>	<b>29</b>	<b>0</b>	<b>29</b>

Overall Impact of Parking Reduction in West Coates

3.21 All of the streets adjacent to West Coates fall within Parking Zone N5. This parking zone 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 our parking survey at the busiest period (12:00-13:00) there were only 155 cars parked, including those parked on West Coates. As such, despite the significant reduction in the number of spaces proposed for this street, this is not expected to have a significant impact on the surrounding area.

Haymarket Terrace

3.20 The number of Loading Bay spaces on Haymarket Terrace will reduce slightly, from 15 to 13. However, there will be an increase in the overall loading provision in Haymarket due to additional Loading Bays on the side streets immediately adjacent to Haymarket Terrace. In addition at present none of the Loading Bays on Haymarket Terrace are available during Peak Times. Under the CCWEL proposals all of the loading bay spaces on Haymarket Terrace will be available during Peak and Off-Peak times.

Coates Gardens

3.21 At present within the affected area of Coates Gardens there are three Greenway parking spaces and three public Pay-and-Display bays. These will be removed to make space for four Loading Bay spaces and double-yellows to enable a turning head associated with the prohibition on exit (detailed below). The four loading bays will be available during Peak and Off-Peak times and will replace three existing public parking spaces. The remaining nine public Pay-and-Display bays, and 40 Permit Holder bays on Coates Gardens will not be affected.

## Rosebery Crescent

- 3.25 Additional Loading Spaces for three vehicles will be added to the existing provision on Rosebery Crescent. This will result in five spaces in total. All of these spaces will be available during Peak and Off-Peak times. There will be a reduction of two public, and two permit holder parking spaces on the South end of Rosebery Crescent. However, it is important to note that the remainder of Rosebery Crescent forms part of CCWEL Section 2, which will progress through a separate TRO later in the year. This TRO will introduce parking elsewhere on the street, thus helping to remediate the loss associated with Section 1.

## Overall Impact of Parking Reduction in Haymarket Area

- 3.26 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.
- 3.27 The parking survey which was carried out for this project, shows evidence of 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.
- 3.25 A quick Summary of the proposed changes to loading and parking facilities in West Coates and Haymarket are provided in Tables 3 and 4 below, while more comprehensive information can be found in Appendix 12.

**Table 5: Proposed Changes to Loading Bays in Haymarket**

Street	Existing			Proposed		
	Off Peak Only	All Day	Total	Off Peak Only	All Day	Total
Haymarket Terrace	15	-	15	-	13	13
Coates Gardens	-	-	0	-	4	4
Rosebery Crescent	2	-	2	-	5	5
<b>Total</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>22</b>

**Table 6: Proposed Changes to Parking Bays in Haymarket**

Street	Existing				Proposed			
	Green way	P&D	Permit (Zone 1)	Total	Green way	P&D	Permit (Zone 1)	Total
Haymarket Terrace	-	-	-	0	-	-	-	0
Coates Gardens	3	3	-	6	-	-	-	0
Rosebery Crescent	-	2	2	4	-	-	-	0
<b>Total</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Morrison Street**

- 3.28 At present on this street there is a Loading Bay on the North side with space for approximately 12 vehicles. Under the advertised TRO for the CCWEL project there would have been a reduction in the size of this Loading Bay, from a 64m bay with space for up to 12 vehicles, to a 38m bay, with space for up to seven vehicles. However, following representations we are proposing a change to the advertised TRO and have revised the designs. This will now be a 45m bay, with space for around nine vehicles. Please see Appendix 2 for Details.
- 3.29 The reduction in Loading space on Morrison Street is to allow for the introduction of a taxi rank, which would feed the proposed Haymarket Station taxi rank in the lay-by in front of the old station building – see below for more details.
- 3.30 In addition, the planning permission for the THE development on the South Side of Morrison Street includes the provision of a 30m Loading Bay, with space for around six vehicles.



### **Changes to Bus Lanes and Bus Stops**

- 3.31 Two sections of bus lane on the A8 Wester Coates/Haymarket Terrace will be removed in order to facilitate the new segregated cycling facility and pedestrian crossing improvements. The sections which it is proposed to remove are:
- 3.31.1 Wester Coates Terrace to Wester Coates Road (eastbound direction); and
  - 3.31.2 Haymarket Yards to Wester Coates Road (westbound direction).
- 3.32 However, sections of bus lane will be retained on West Coates at the following locations where they offer most benefit for public transport users:
- 3.32.1 Wester Coates Road to Devon Place (eastbound direction); and
  - 3.32.2 Wester Coates Road to Roseburn (westbound direction).
- 3.33 A short section of Bus Lane will be introduced on the North side of Corstorphine Road, between Murrayfield Gardens and Murrayfield Avenue.
- 3.34 The Roseburn Gardens Bus Stop (on the North Side of Roseburn Terrace, opposite the Murrayfield Bar) will be relocated approximately 50m to the West. The new location will be on Corstorphine Road, on the bridge over the Water of Leith.
- 3.35 Lothian Buses has been consulted over the proposed changes to bus lanes and bus stops, and are satisfied with the proposals.

### **Haymarket Taxi Stance Arrangements**

- 3.36 As it is proposed to introduce the new segregated cycle track along the north side of Haymarket Terrace, it is necessary to remove the existing taxi stance which is located on Haymarket Terrace west of Rosebery Crescent. This is the main taxi stance serving Haymarket railway station.
- 3.37 During the preliminary design stage, an exercise was undertaken to explore potential alternative locations for the taxi stance within the vicinity of the station. This exercise was carried out in conjunction with Elected Members and project stakeholders, including the taxi trade.
- 3.38 The preferred taxi stance arrangement is to reintroduce the main taxi stance at the pick-up/drop-off area outside the old Haymarket Station main entrance. As there is limited capacity for taxis at this location, the main stance would be supported by a feeder rank on the north side of Morrison Street. This feeder rank would be linked to the main stance using a camera/screen system, which would alert drivers within the feeder rank as to when there is space within the main stance outside the station.
- 3.39 Public pick-up/drop-off facilities will also be retained in the area outside the station.
- 3.40 Two separate statutory processes require to be undertaken to enable the proposed changes:
- 3.40.1 a TRO is needed to introduce 24 hour waiting and loading restrictions along the length of the proposed main taxi stance and feeder rank; and

3.40.2 the relocation of the taxi stance and introduction of the feeder tank is being promoted under the Civic Government (Scotland) Act 1982.

3.41 A separate report will be made to the Council's Regulatory Committee relating to any representations received to the separate Civic Government (Scotland) Act 1982 procedure.

### **Prohibited Entries**

3.42 As part of the scheme design, it is proposed to prohibit vehicles accessing Roseburn Terrace from Roseburn Gardens. Whilst Roseburn Gdns will remain two-way, a one-way 'plug' at the north end of the road will prevent vehicles exiting.

3.43 This will prevent 'rat-running' along Roseburn Place and Roseburn Gardens, thereby removing a significant number of vehicles from these residential streets, and also providing a much more attractive environment for walking and cycling.

3.44 The current left-turn into Roseburn Gardens from Roseburn Terrace will be retained under the proposed design. The right turn into Roseburn Gardens from Roseburn Terrace will remain banned to avoid 'rat-running' in the opposite direction.

3.45 As part of the scheme design it is proposed to prohibit entry to Coates Gardens from Haymarket Terrace, providing safe crossing of the street for the two-way cycle track. Coates Gardens will remain a two-way street, a one-way plug at the south end of the road will prevent vehicles entering the street at this point.

3.46 Similarly, as part of the scheme design, it is proposed to prohibit entry to Rosebery Crescent from Haymarket Terrace. Rosebery Crescent will remain a two-way street, a one-way plug at the south end of the road will prevent vehicles entering the street at this point.

**3.47** In line with commitments in the Council's Local Transport Strategy, cyclists will be exempted from the above prohibitions. Cycle contraflow/bypass facilities will be provided to allow cycle access to the streets mentioned above.

### **Improved Pedestrian Crossing Facilities**

3.48 There will be significant improvements made to pedestrian crossing facilities across Murrayfield Avenue at its junction with Corstorphine Road. Currently pedestrians must cross three distinct sections of carriageway to make this movement, with poor visibility a major issue for pedestrians heading in an eastbound direction. Under the proposals slip lanes on the west and east of the junction will be closed, with the junction geometry tightened to provide a much simpler and easier crossing alignment and improved pedestrian visibility, as well as reduced traffic speeds.

- 3.49 There will also be significant improvements made to the pelican crossing over Roseburn Terrace adjacent to the Murrayfield Bar. At this point the width of the carriageway will be reduced and the existing two-stage pelican crossing will be replaced by a single stage Toucan crossing, allowing people on bikes and on foot to cross in one movement at this point.
- 3.50 At the eastern extent of Roseburn Terrace, at the junction with Roseburn Street and Russell Road there will be further enhancements to pedestrian crossing facilities. At present there is only a controlled pedestrian crossing across Roseburn Street. Under this project's design proposals two additional controlled pedestrian crossings will be installed over Roseburn Terrace, creating controlled pedestrian crossings over all three arms of this junction.
- 3.51 Along the length of West Coates there will be several improvements to pedestrian crossing facilities. At present there are two traffic light controlled crossings on West Coates. These are both in two stages and are not placed on pedestrian desire lines. In addition there is a single uncontrolled pedestrian crossing point with a narrow central refuge island.
- 3.52 Under the project proposals the existing signalled crossings will be replaced with single stage controlled crossings located on pedestrian desire lines. An additional uncontrolled crossing point with a central refuge island will also be installed, and both uncontrolled crossing points will be on pedestrian desire lines.
- 3.53 There will be significant improvements to pedestrian crossing facilities at Haymarket Terrace. Under the project design proposals a controlled crossing will be introduced across Haymarket Terrace between the Apex Haymarket Hotel, and the Apex 123 office block. This will remove a significant detour currently required to cross the road at this point.

### **Statutory Consultation**

- 3.54 In line with the statutory requirements for consultations being carried out under the terms of the Road Traffic Regulation Act 1984, the draft TRO was advertised between Friday 20 April and Friday 18 May.
- 3.55 In line with the statutory requirements for consultations being carried out under the terms of the Roads (Scotland) Act 1984, the draft Redetermination Order was advertised during the same period.
- 3.56 Just under 4,500 letters were delivered to businesses and residents along the CCWEL route and streets surrounding the area covered by the Orders. In addition, public drop-in sessions were held within the local area – at 6a Murrayfield Place, Roseburn on Tuesday 17 April, and at the Apex Haymarket Hotel, Haymarket on Thursday 19 April. The purpose of these exhibition sessions was to enable members of the local community to view the advertised plans and speak to members of the CCWEL project team before submitting representations. Across both days more than 190 people attended including local residents, business owners and staff from surrounding workplaces.

- 3.57 31 representations included at least one objection to the advertised TRO, and 36 included at least one objection to the advertised Redetermination Order. These representations are summarised in Appendix 8.
- 3.58 The 31 objections to specific aspects of the TRO raised within the representations relate to:
- 3.58.1 Loading on Roseburn Terrace; Haymarket Terrace; Morrison Street, and; Murrayfield Place.
  - 3.58.2 Parking in the Roseburn and West Coates areas.
  - 3.58.3 Prohibited Movements on Roseburn Gardens, Coates Gardens and Rosebery Crescent.
  - 3.58.4 Proposed Layout of Bus Lanes.
  - 3.58.5 Taxi Rank Design at Haymarket Station.
- 3.59 The 36 objections to specific aspects of the Redetermination Order raised within the representations relate to:
- 3.59.1 Traffic and Congestion associated with narrowing the carriageway at Roseburn Terrace; Murrayfield Avenue; Roseburn Street/ Russell Road; West Coates, and; Haymarket Terrace.
  - 3.59.2 Proposed Alignment of Cycle Route along the A8 instead of the existing NCN1 route alignment.
  - 3.59.3 Interaction between Cyclists and Pedestrians at crossings, bus stops and along route in general.
  - 3.59.4 Emergency Vehicle Access to Roseburn Park.
  - 3.59.5 Design of Side Road Crossings.
- 3.60 43 representations were supportive of the proposals. In addition, 12 of the representations which objected to some aspect(s) of the project, did highlight support for other aspects. The issues raised as positive included:
- 3.60.1 The introduction of a segregated cycle track along a main road into the city centre.
  - 3.60.2 Additional Pedestrian crossings over the A8 at various locations.
  - 3.60.3 The prohibited exit from Roseburn Gardens.
  - 3.60.4 Cycle and Pedestrian priority at Side Road Crossings.
  - 3.60.5 The public realm improvements associated with Rejuvenating Roseburn (see paragraph 9.10, and Appendix 11).
  - 3.60.6 The potential for the proposals to reduce congestion on Roseburn Terrace.
  - 3.60.7 The relocation of the Bus Stop on the North Side of Roseburn Terrace.
- 3.61 In addition, 24 representations included suggestions for changes to the TRO and RSO, or general suggestions. Those suggestions which have led to design changes, or the potential for such changes, are outlined below:

- 3.61.1 Establish a Northbound one way system on Magdala Crescent and associated one-way system around Eglinton and Glencairn Crescents, along with traffic calming measures.
  - 3.61.1.1 We are proposing to discuss this further with the Local Community with a view to take appropriate improvements through a separate TRO in the coming months.
- 3.61.2 Install a Zebra crossing over the mouth of Magdala Crescent.
  - 3.61.2.1 We are proposing to include a parallel crossing (effectively a Zebra crossing which can be used by pedestrians and cyclists) within the designs as a change to the advertised order.
- 3.61.3 Move the City Car Club spaces from Russell Road into the adjacent Car Park.
  - 3.61.3.1 We are proposing to include this as a change to the advertised order.
- 3.61.4 Reduce the length of the Cycle Track on Roseburn Gardens to allow more space for parking.
  - 3.61.4.1 We are proposing to reduce the length of the One-Way 'Plug' and the cycle track on Roseburn Gardens, however the impact of this change on parking is minimal.
- 3.61.5 Build out the kerblines at the Eastern extent of the Taxi Rank in front of Haymarket Station to discourage taxis from stopping across the cycle lane adjacent to the tram lines.
  - 3.61.5.1 A build out will be included in the designs to be taken forward as part of the existing cycle/ tram safety improvement project, subject to a Road Safety Audit.
- 3.45 The following suggestions were also received, but were not deemed appropriate to be included as part of the project designs.
  - 3.61.1 Install Traffic Lights at the junction of Russell Road and Roseburn Street.
  - 3.61.2 Prohibit the right-turn from Roseburn Terrace to Roseburn Street.
  - 3.61.3 Install Traffic Lights/ Controlled Crossing at the junction of Murrayfield Avenue and Corstorphine Road.
  - 3.61.4 Prohibit Parking and Loading on Roseburn Terrace.
  - 3.61.5 Prohibit Parking on West Coates.
  - 3.61.6 Carry out a trial of the project designs.
  - 3.61.7 Remove the Cycletrack on Stanhope Street.
  - 3.61.8 Allocate short stay parking on Murrayfield Place as one hour (instead of two hour) maximum stay.

- 3.61.9 Install Yellow Box at the mouth of Murrayfield Place where it meets Murrayfield Avenue.
- 3.61.10 Close Rosebery Crescent North of its junction with Rosebery Crescent lane.
- 3.61.11 Install bollards on the separation strip between the carriageway and the cycle track to protect it from illegal parking activities.

### **Next Steps**

- 3.62 In accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, if a representation is made objecting to the advertised TRO on the grounds of loading provision and the representation is not withdrawn, a public hearing is mandatory. This hearing should be conducted by an independent Reporter appointed in accordance with the requirements of the 1999 Regulations.
- 3.63 If Members accept the recommendations in this report, officials will request that the Scottish Government arranges the necessary public hearing at the earliest opportunity. A further report on the outcomes of that process will then be brought to Committee.
- 3.64 If the advertised TRO is deferred to await the outcome of a public hearing, this could delay implementing the improvements by between 9 and 18 months. Therefore, in order to allow the scheme to proceed without undue delay, it is recommended that the Committee set aside all those representations which do not relate to loading, and give approval to make the Order in part. This will allow the Council to expedite the delivery of this phase of the scheme, omitting the four specific areas referred to in paragraph 3.58.1 where loading related representations have been received. These locations are shown in Appendix 10.
- 3.65 For the four areas omitted from the Order in part, the proposed way forward is as follows:
  - 3.65.1 Continue discussions with relevant objectors, and invite them to withdraw their objections.
  - 3.65.2 Assuming there will be some outstanding objections contact Scottish Government to request a Public Hearing.
  - 3.65.3 All relevant parties will be notified of Public Hearing date at least 16 weeks in advance.

- 3.66 In accordance with the requirements of the Roads (Scotland) Act 1984, all representations to a Redetermination Order must be referred to Scottish Ministers. It is therefore recommended that the Committee agrees that Officers will refer to Scottish Ministers the 36 representations which were received to the Redetermination Order. The process that Scottish Ministers use to reach their determination on the Order is at their discretion. They may decide to hold a public hearing to consider the representations but this is not a mandatory requirement.

#### **4. Measures of success**

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- 4.1 The principal measure of success for the CCWEL scheme will be an improved, more attractive environment along the project route, particularly for pedestrians and cyclists. The scheme has significant potential to increase levels of walking and especially cycling in the catchment areas of the route.
- 4.2 In December 2016, it was agreed with Elected Members and the Executive Director of Place that, following a 12-month period after implementation, a comprehensive review of the operation of the scheme is undertaken, especially at the Roseburn section given local concerns at the time. As such, a full project monitoring plan is currently being developed which will cover a range of issues.

#### **5. Financial impact**

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- 5.1 The Council was awarded £175,000, by Sustrans' Community Links programme, to assist with further design work in the 2016/17 financial year. This was match funded from the Council's Capital Cycling Budget.
- 5.2 The Council was subsequently awarded £150,000 by Sustrans Scotland's Community Links programme to assist with further design work in the 2017/18 financial year. This has been match funded from the Council's Capital Cycling Budget.
- 5.3 From 2018/19 Sustrans Community Links funding will be available to fully fund the design and development aspects of capital projects without any requirement for match funding.
- 5.4 The Council submitted an application for £424,962, to contribute to the remaining aspects of design and project development. This application has been successful and the Council has been awarded this funding from Sustrans Scotland for the 2018/19 financial year.
- 5.5 From 2018/19 Sustrans Scotland has provisionally approved the availability of Community Links funding for the delivery of this project for the coming three financial years.
- 5.6 Though Sustrans Community Links funding allocated for construction requires 50% match, Sustrans allow Local Authorities to 'pool' their match funding across the

Council area. This 'pool' may include Council capital expenditure on active travel related schemes, Section 75 Developer contributions towards active travel related schemes, and active travel investment made directly by third parties within the Council area.

- 5.7 It is anticipated that there will be a contribution of £300,000 from the Edinburgh St James redevelopment and up to £2.9 million from the cycling capital budget. However it is likely that the latter will be reduced, making use instead of funding for other projects that are already planned along the route (see 5.6).
- 5.8 The initial costings exercise which was carried out in 2015 provided an estimated total cost for the construction of the CCWEL project (excluding George Street) as approximately £7.2M, including a 44% Optimism bias.
- 5.9 A revised cost estimate for the project, including design, construction and site supervision costs is currently in development.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 The Council has been successful in its application for full funding for the remaining aspects of project design and development during 2018/19 through the Sustrans' Community Links grant funding programme. Should the recommendations of this report not be approved following a successful bid in this grant fund, there is a financial and reputational risk to the Council.
- 6.2 The project covered by this report, is one of the most important components of the Council's Active Travel Action Plan and its delivery is forecast to make significant progress towards achieving the Action Plan's targets. The project is also complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy. There are no significant; health and safety, governance, compliance or regulatory implications expected as a result of approving the recommendations of this report.

## **7. Equalities impact**

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- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the City Centre West to East cycle scheme commenced during the initial design phase of the scheme and will be in effect throughout the delivery of the project.
- 7.2 Key equality considerations currently identified include:



### 7.3 Positive Impacts

- 7.3.1 Younger people are less confident cycling on the road and as such more likely to be involved in road traffic collisions. Therefore a measure that reduces the risk of collision with motor vehicles will have a positive impact on people in these age groups by allowing them to cycle confidently along route previously unsuitable.
- 7.3.2 Segregated routes are designed to be suitable for an unaccompanied 12 year old child to cycle. This will allow children to be more independent.
- 7.3.3 Improvement to existing streetscape at areas such as Melville St/Walker St junction will improve the pedestrian aspects of the junction and in turn improve disability access.
- 7.3.4 Better crossing facilities for those who can't walk too far to find a safe road crossing through an increase in crossing points.
- 7.3.5 Safer pavements for those who use mobility aids, and less trip hazards.
- 7.3.6 Broad consultation exercise to encourage participation in public life.

### 7.4 Negative Impacts

- 7.4.1 introducing segregated cycle facilities will result in an additional section of road space which disabled persons will need to navigate to cross the road, access bus stops or parking/loading bays.
- 7.4.2 care is required in providing suitable crossing points for all road users to prevent any unsafe crossing manoeuvres.
- 7.4.3 clear deviation between cycle tracks and footway should be provided along the whole route, particularly where they are at the same level.
- 7.4.4 traffic may be diverted away from the route and may have a negative 'wider area' impact on the general environment and on health and safety of the public in general and local residents in particular, this will particularly affect those with existing health and mobility issues.
- 7.4.5 the reduced parking provision and reduced road width (and consequent restrictions on waiting) will make access to the streets more difficult for those dependent on the private car. This is a particular issue on key streets such as Roseburn Terrace, Haymarket Terrace and Melville Street.
- 7.4.6 Segregated facilities introduce a barrier to accessing of bus stops, parking bays and crossing facilities. Care should be taken to provide suitable crossing points at key locations and avoid section where trip hazards could affect disabled users.

- 7.4.7 Some of the planned cycle improvement schemes contain upgraded sections of shared use path and/or footway. While upgraded paths and footways themselves improve conditions for the disabled, the Edinburgh Access Panel has highlighted shared use paths in general as a particular problem for many disabled people. Their comments indicate that the inconsiderate behaviour of some cyclists on shared use paths is a concern to them and can lead to poor relations between this group and cyclists.
- 7.5 Stakeholder Organisations representing both visually impaired and mobility impaired users have been engaged with during the development of project designs. The project team have met with representatives from Guide Dogs Scotland, the Edinburgh Access Panel and, the Mobility and Access Committee for Scotland.
- 7.6 The Council will continue to work with these, and any other stakeholder organisations who represent the interests of mobility and visually impaired users in the development of the 3D designs to ensure that the needs of protected groups are met by the project design proposals.

## **8. Sustainability impact**

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- 8.1 A Sustainability Impact Worksheet was completed for this project, which concluded that there are unlikely to be significant adverse sustainable impacts arising from its implementation.
- 8.2 The City Centre West to East cycle scheme is expected to have a positive impact on reducing carbon emissions and improve the city's resilience to climate change. It will also contribute to sustainable development as the scheme will complete a key link in the QuietRoutes network and enable more journeys to be completed by bike entirely on segregated routes or quieter 20mph streets.

## **9. Consultation and engagement**

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- 9.1 The project has involved significant stakeholder and public consultation and engagement as detailed in this and earlier reports. The results of an initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16 have been published on the Council's consultation hub website.
- 9.2 Following this exercise a Stakeholder Working Group was established which met at regular intervals throughout 2016 to develop improved designs which met the needs of all relevant stakeholders – including affected businesses, community councils, and sustainable travel organisations. Several changes were made as part of this process and a decision was taken in December 2016 to move to detailed design, taking on board various improvements to the original proposal.

- 9.3 Since July 2017 a dedicated Stakeholder Liaison Officer (SLO) has been in post for this project. The SLO has been responsible for organising a number of consultation activities, responding to concerns and queries from members of the public, producing regular updates which are published online and distributed to the project mailing list, and meeting with all relevant stakeholders along the length of the route.
- 9.4 The SLO has met with all business owners along the CCWEL Section 1 route, and where appropriate has met with business owners on several occasions. During these visits the SLO has provided updates on the progress of the detailed design, as well as the timeline and structure for the statutory processes. All businesses have, where they have expressed an interest, been added to the project's mailing list, and as such have received regular project updates.
- 9.5 All members of the public who responded to the original consultation which took place in 2015/16, and who provided an email address, have also been added to this mailing list. The mailing list contains 2,207 email addresses, and project updates are sent out on a roughly monthly basis.
- 9.6 The SLO has attended every meeting of Murrayfield Community Council since Tuesday 10 October 2017, and will continue to do so to provide regular updates on the progress of the scheme. The SLO has also ensured that the West End Community Council are kept up to date with the progress of the project.
- 9.7 In developing the Detailed Designs meetings were held with Sustrans Scotland, Living Streets, Guide Dogs Scotland, Mobility Access Commission Scotland, Murrayfield Community Council and West End Community Council to discuss the detailed design proposals. In addition the designs were sent to Spokes, who submitted responses via email. The RNIB were invited to a meeting but did not respond.
- 9.8 In advance of the statutory period of consultation for the TRO and Redetermination Order approximately 4,470 leaflets were circulated to all residential and business premises in the surrounding area, two community drop-in sessions were held with over 190 people in attendance, and a dedicated Project Update was circulated to the 2,207 emails on the project mailing list. In addition the SLO visited all businesses on Roseburn Terrace and Haymarket Terrace, to ensure they were aware of this process.
- 9.9 Handouts were distributed at the drop-in sessions outlining the design proposals and explaining how to respond to a TRO and Redetermination Order statutory consultation, this handout is available online, and the information was included in the distribution leaflets and in the Project Update which was sent to the mailing list.

- 9.10 A dedicated consultation and engagement project “Rejuvenating Roseburn” has been developed to progress designs for improved public realm within the Roseburn area to be delivered as part of this project. The results of this activity are also available online and the consultation report, and the latest draft designs are included in Appendix 11.

## 10. Background reading/external references

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- 10.1 Report to the Future Transport Working Group on 16 December 2016, '[City Centre West to East Cycle Link and Street Improvements Project](#)'.
- 10.2 Report to the Transport and Environment Committee on 30 August 2016; '[City Centre West to East Cycle Link and Street Improvements Project: Consultation Results and Potential Project Amendments](#)'.
- 10.3 Report to the Transport and Environment Committee on 3 June 2014; '[Development of Major Cycling and Walking Projects](#)'.

### Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager – Transport Networks

E-mail: [ewan.kennedy@edinburgh.gov.uk](mailto:ewan.kennedy@edinburgh.gov.uk) | Tel: 0131 469 3575

## 11. Appendices

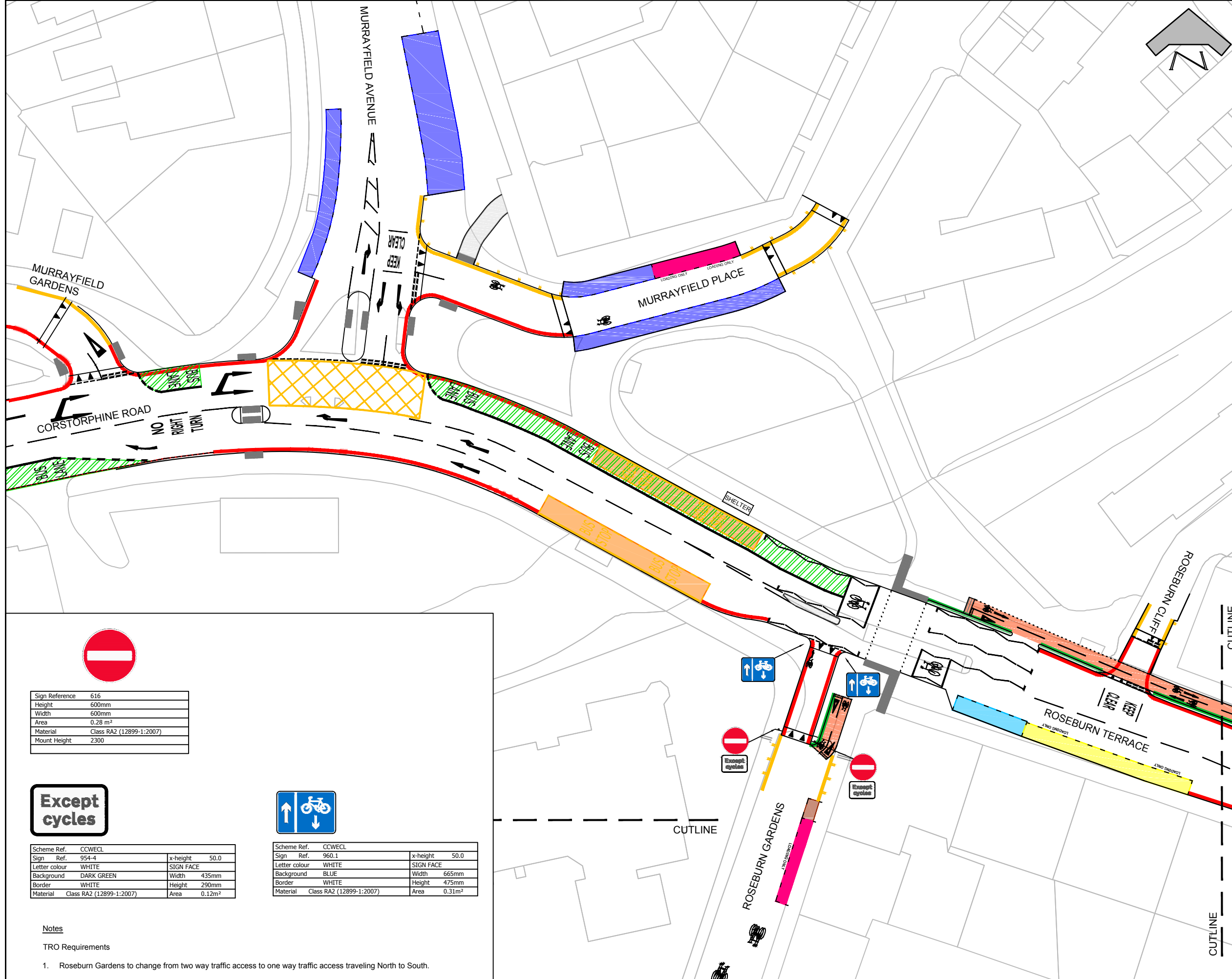
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- Appendix 1 – CCWEL Section 1 Advertised Proposals (TRO)
- Appendix 2 – CCWEL Section 1 Edited Proposals (TRO)
- Appendix 3 – CCWEL Section 1 Advertised Proposals (RSO)
- Appendix 4 – CCWEL Section 1 Edited Proposals (RSO)
- Appendix 5 – CCWEL Section 1 Route Corridor – Current Layout Roseburn
- Appendix 6 – CCWEL Section 1 Route Corridor – Current Layout West Coates
- Appendix 7 – CCWEL Section 1 Route Corridor – Current Layout Haymarket
- Appendix 8 – Representations Summary Sheet
- Appendix 9 – Council Responses to Representations
- Appendix 10 – Areas to be Omitted from the TRO
- Appendix 11 – Rejuvenating Roseburn Report
- Appendix 12 – Detailed Summary of Changes to Parking and Loading

DRG. NO. TRO\_001

INFRASTRUCTURE

DRG. NO. TRO\_001



NOTES:

KEY

- Bus stop
- Parking bay (Short stay, 2 hours)  
(No return within 1 hour)
- Parking bay (Greenway)
- All day loading bay (Greenway)
- Loading bay
- Bus lane
- Domestic bin bay
- Segregated cycle lane
- White road markings
- Double red line marking: no stopping all day
- Single red line marking: no stopping part day
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

Sign Reference	616
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300



Scheme Ref.	CCWECL	x-height	50.0
Sign Ref.	954-4	SIGN FACE	
Letter colour	WHITE	Width	435mm
Background	DARK GREEN	Height	290mm
Border	WHITE	Area	0.12m <sup>2</sup>
Material	Class RA2 (12899-1:2007)		



Scheme Ref.	CCWECL	x-height	50.0
Sign Ref.	960.1	SIGN FACE	
Letter colour	WHITE	Width	665mm
Background	BLUE	Height	475mm
Border	WHITE	Area	0.31m <sup>2</sup>
Material	Class RA2 (12899-1:2007)		

Notes

TRO Requirements

1. Roseburn Gardens to change from two way traffic access to one way traffic access traveling North to South.

REV	DETAILS	BY	DATE	CHECK
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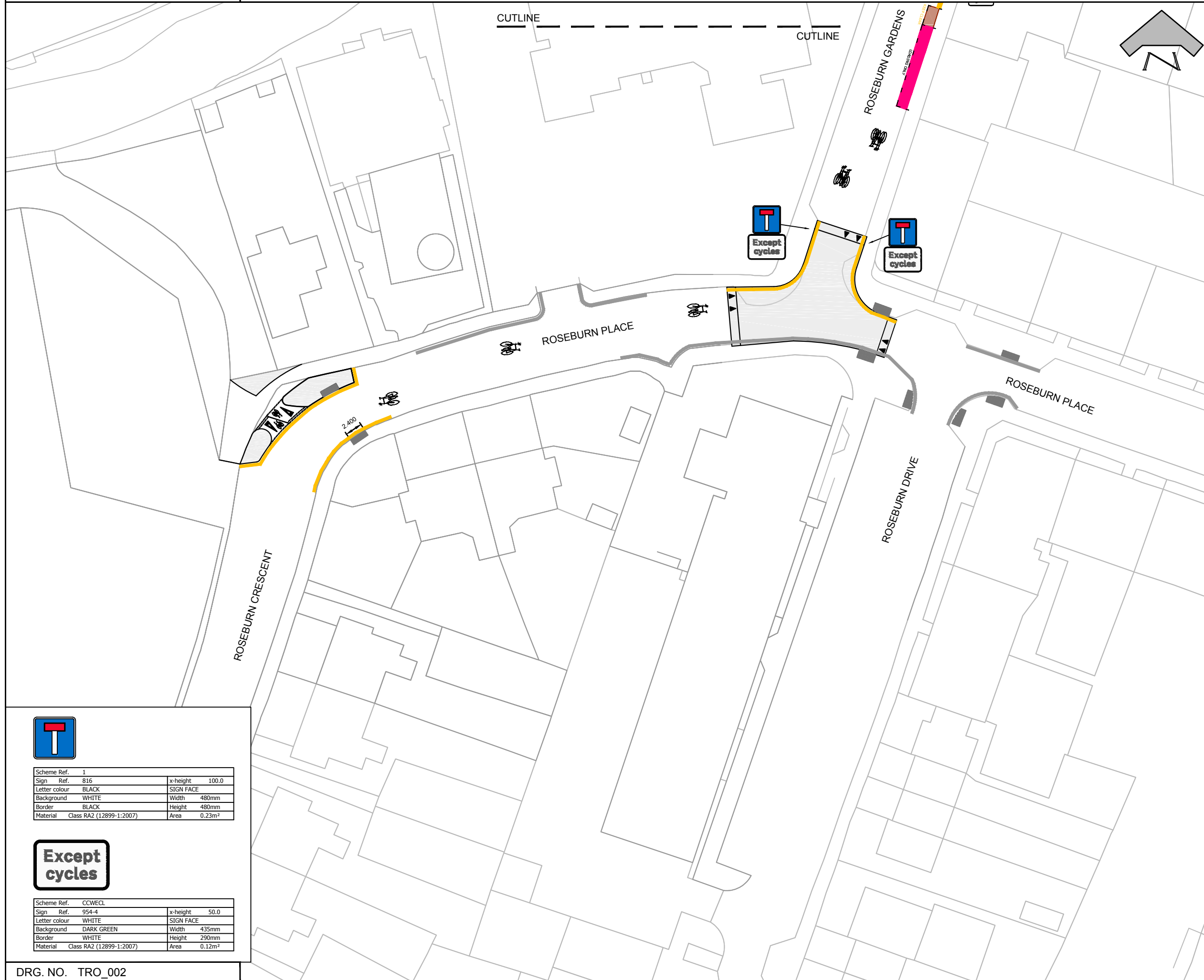
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CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 1 OF 10

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		Reviewed by: PM

DRG. NO. TRO\_001

DRG. NO. TRO\_001





NOTES:

KEY

- Loading bay
- Domestic bin bay
- Double yellow line marking: no waiting at any time

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Other times  
No restrictions

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- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

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- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

- No Stopping
- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

- Loading or Blue Badge Holders only
- Monday to Saturday 8.30am to 6.30pm



Scheme Ref.	1	x-height	100.0
Sign Ref.	816	Letter colour	BLACK
Letter colour	BLACK	Background	WHITE
Background	WHITE	Width	480mm
Border	BLACK	Height	480mm
Material	Class RA2 (12899-1:2007)	Area	0.23m <sup>2</sup>

**Except cycles**

Scheme Ref.	CCWECL	x-height	50.0
Sign Ref.	954-4	Letter colour	WHITE
Letter colour	WHITE	Background	DARK GREEN
Background	DARK GREEN	Width	435mm
Border	WHITE	Height	290mm
Material	Class RA2 (12899-1:2007)	Area	0.12m <sup>2</sup>

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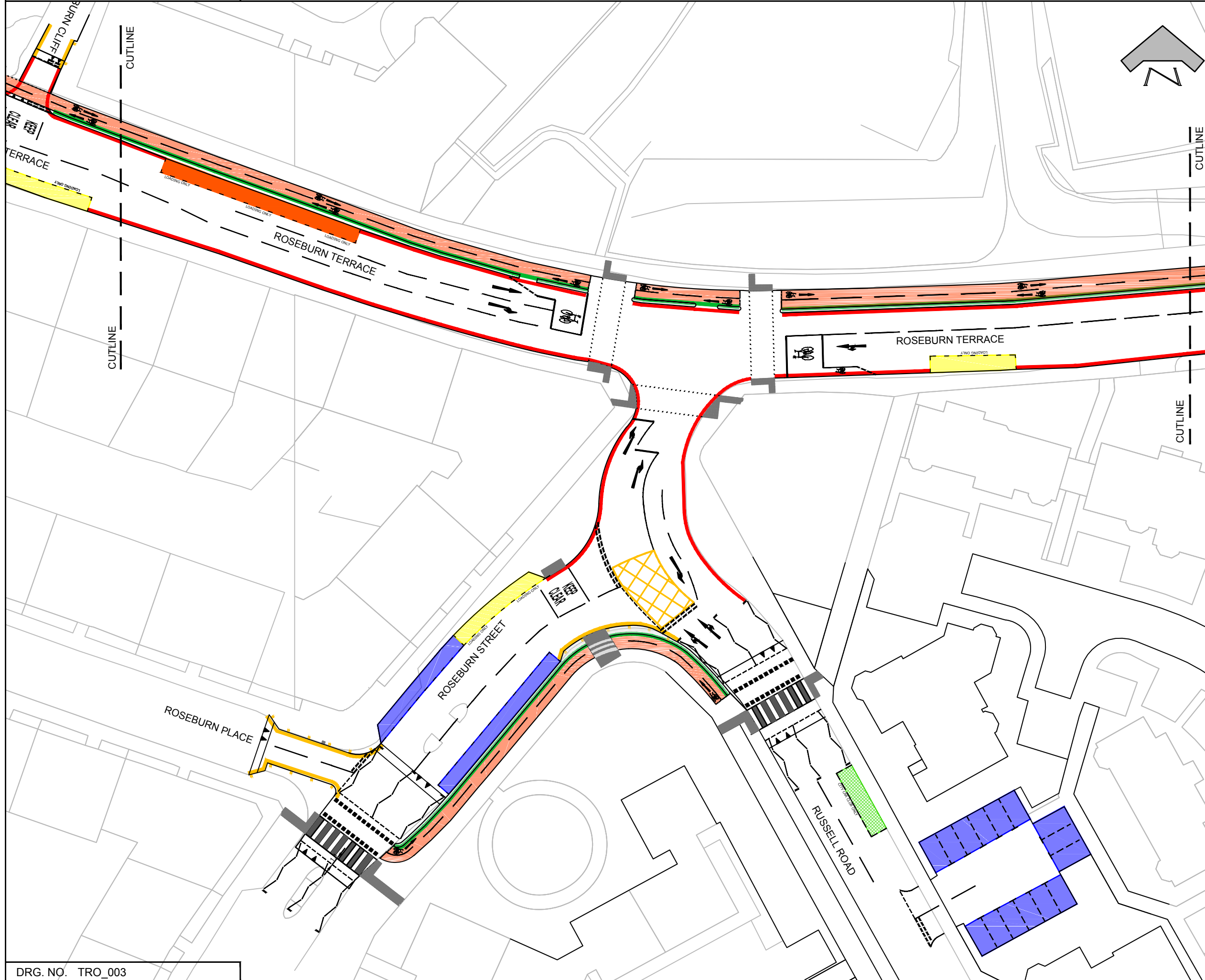


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CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 2 OF 10

Date: APR 2017	Job No.	Checked by: WIP	Drawn by: JN
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NOTES:

KEY

- Parking bay (Short stay, 2 hours)  
(No return within 1 hour)
- All day loading bay (Greenway)
- Off Peak loading bay (Greenway)
- City Car Club
- Segregated cycle lane
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**Loading Bay**

Loading or Blue Badge Holders only  

- Monday to Saturday 8.30am to 6.30pm

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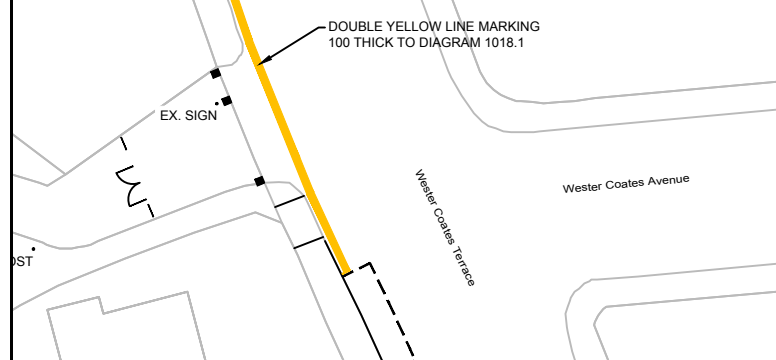
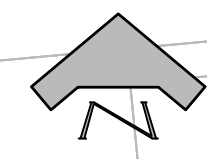
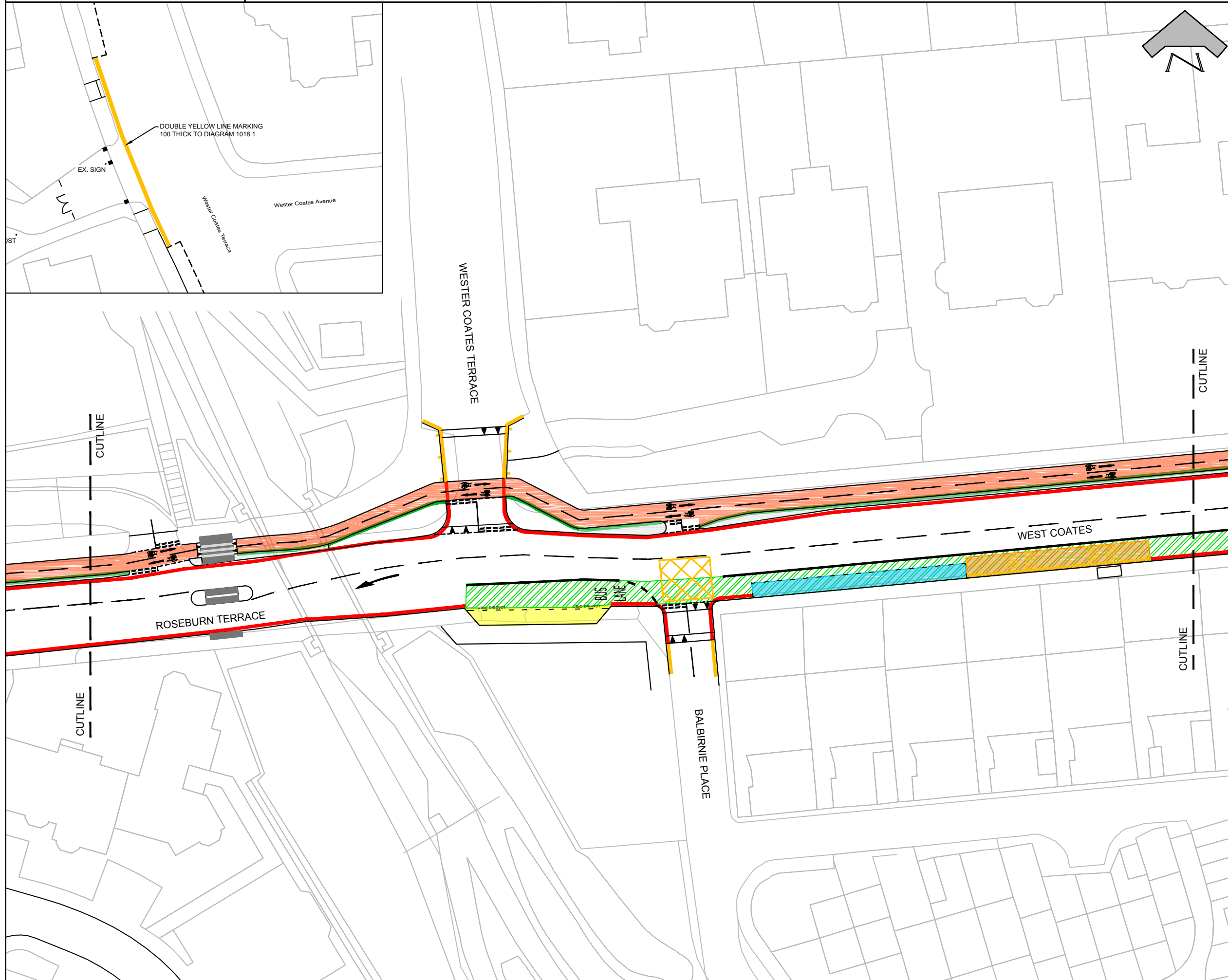


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 CYCLE LINK  
 TRAFFIC REGULATION ORDER  
 SECTION 1 - SHEET 3 OF 10**

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NOTES:

KEY

- Bus stop
- Parking bay (Greenway)
- All day loading bay (Greenway)
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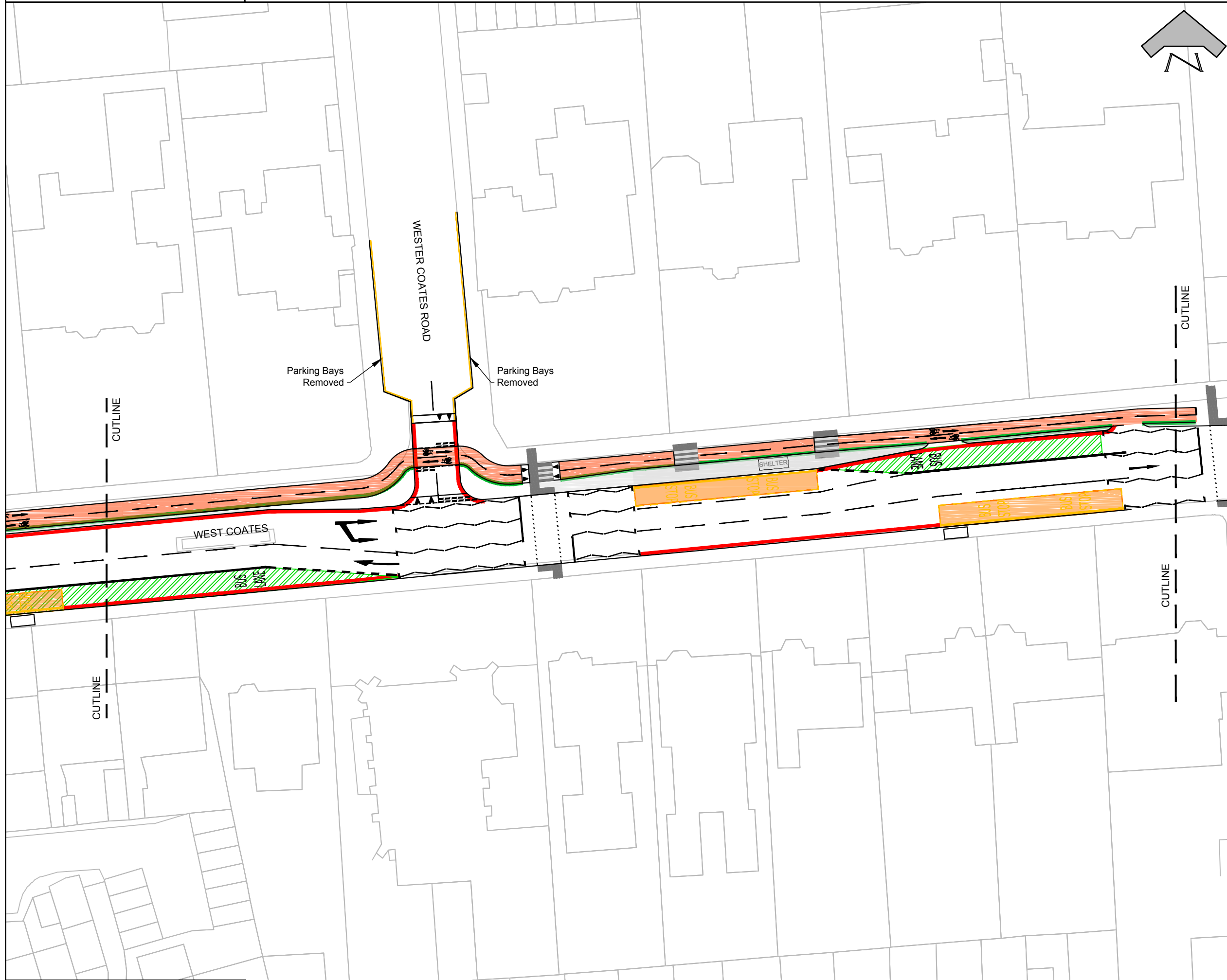
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**CITY CENTRE WEST TO EAST  
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SECTION 1 - SHEET 4 OF 10**







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NOTES:

KEY

-  Bus stop
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-  White road markings
-  Double red line marking: no stopping all day
-  Single yellow line marking: waiting restriction

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

- Max 2 hours. No return within 60mins.
- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

- Max 30mins. No return within 45mins.
- Monday to Friday 9.30am to 4.00pm
  - Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

- Loading or Blue Badge Holders only
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

- No Stopping
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
  - Saturday (8.30am to 1.30pm)
  - Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

- Loading or Blue Badge Holders only
- Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK

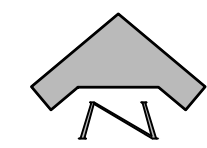
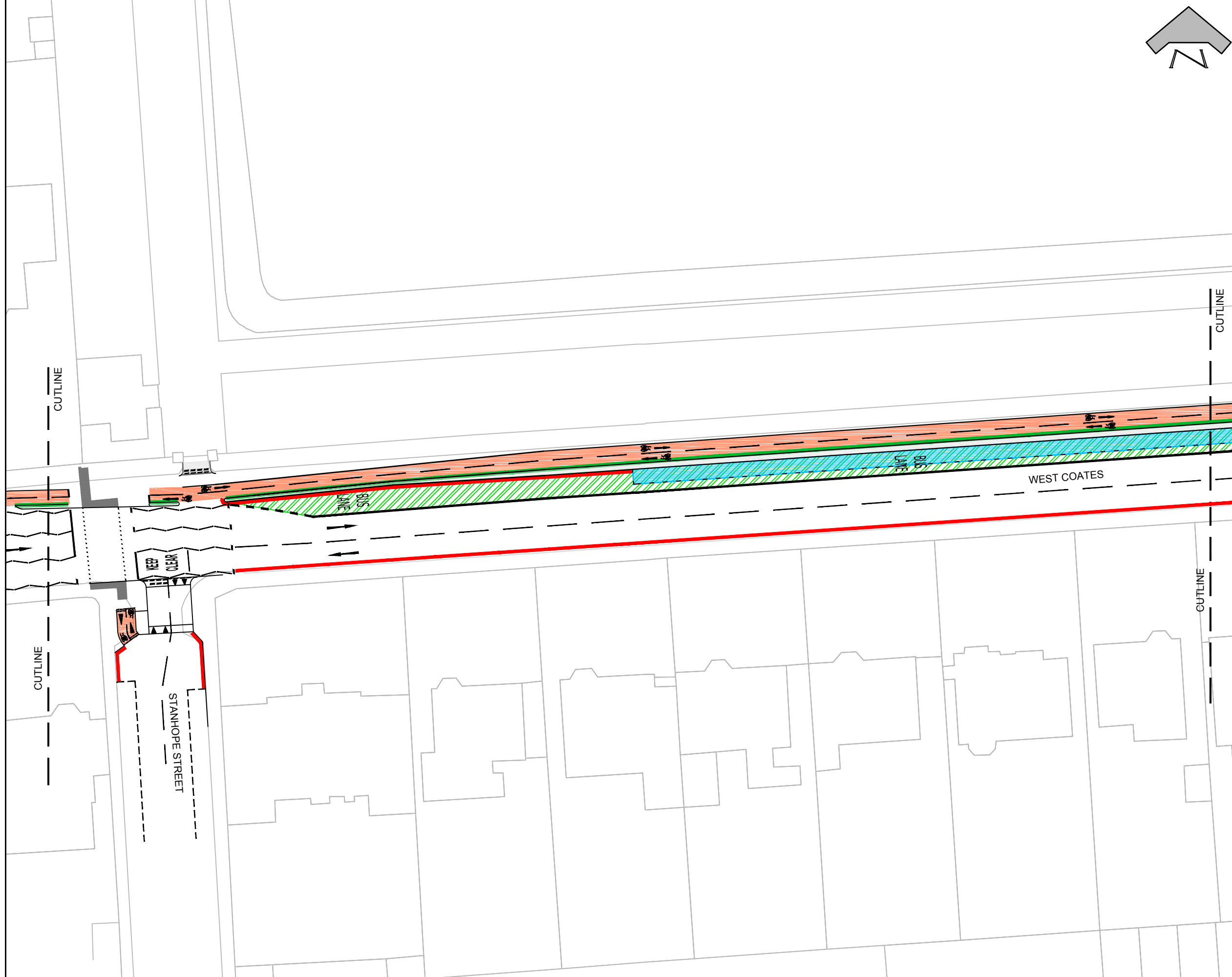


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PLACE  
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TRANSPORT DESIGN & DELIVERY







**CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 5 OF 10**

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WIP
		Reviewed by: PM



NOTES:

KEY

-  Parking bay (Greenway)
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK

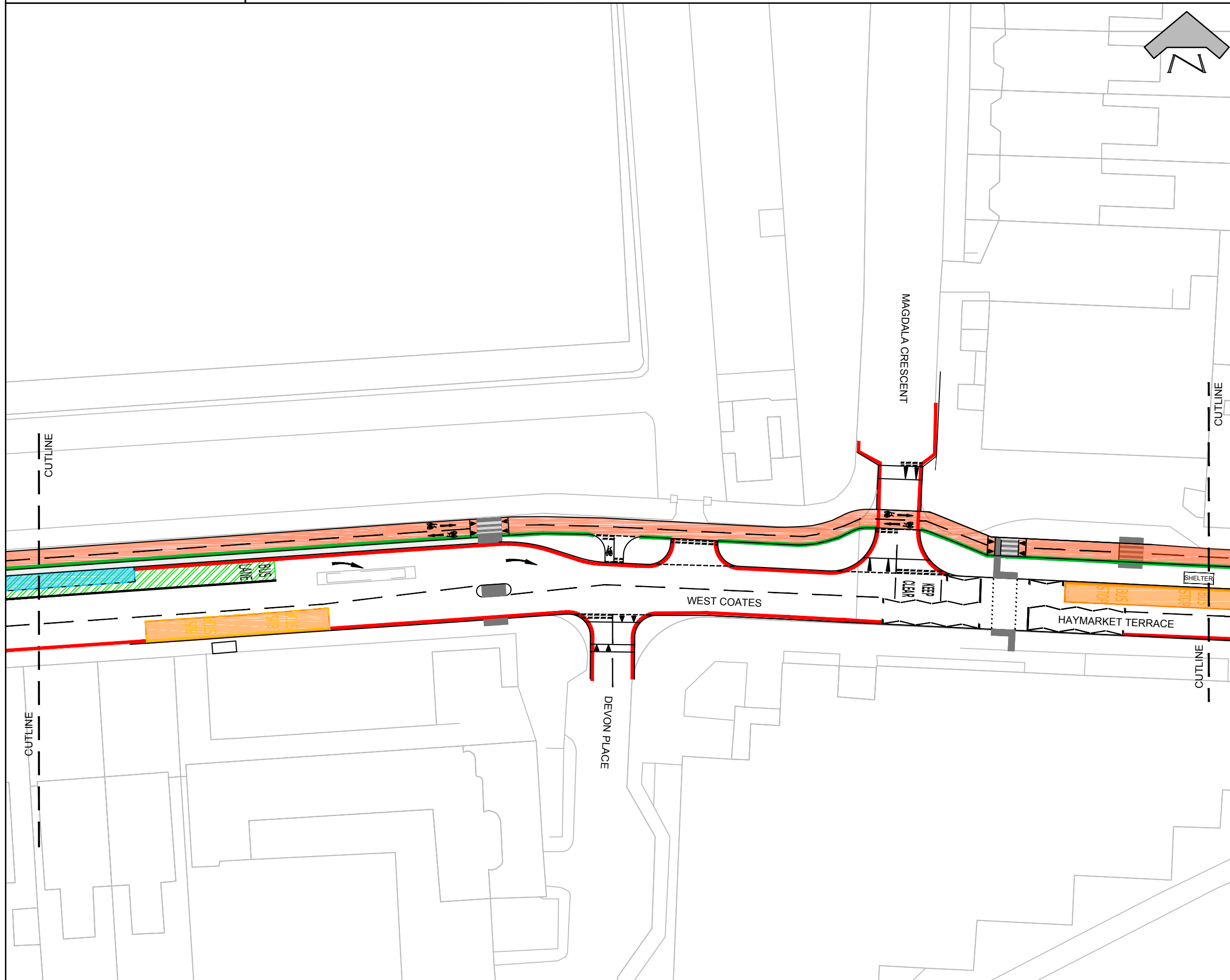


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PLACE  
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


CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 6 OF 10

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WIP
		Reviewed by: PM



NOTES:

KEY

-  Bus stop
-  Parking bay (Greenway)
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.  
• Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.  
• Monday to Friday 9.30am to 4.00pm  
• Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only  
• Monday to Friday 7.30am to 6.30pm  
• Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping  
• Monday to Friday 7.30am to 6.30pm  
• Saturday 8.30am to 6.30pm  
Except for Loading or Blue Badge Holders  
• Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)  
• Saturday (8.30am to 1.30pm)  
• Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only  
• Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK

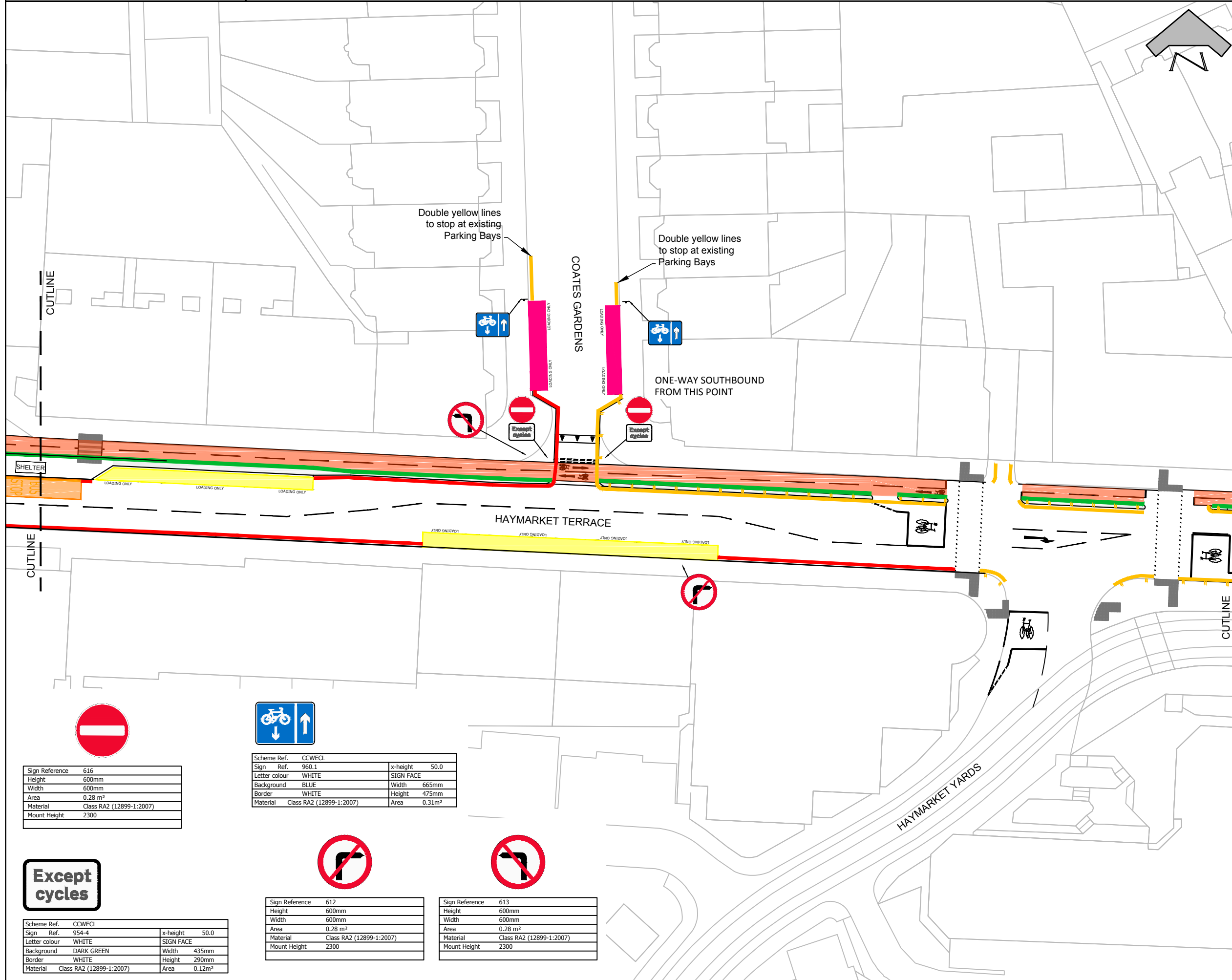


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**CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 7 OF 10**

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WIP
		Reviewed by: PM



NOTES:

KEY

- Bus stop
- All day loading bay (Greenway)
- Loading bay
- Segregated cycle lane
- White road markings
- Double red line marking: no stopping all day
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK



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CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 8 OF 10

Date: APR 2017  
Scale: 1:500  
Job No.  
Drawn by: JN  
Checked by: WIP  
Reviewed by: PM

Sign Reference	616
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300

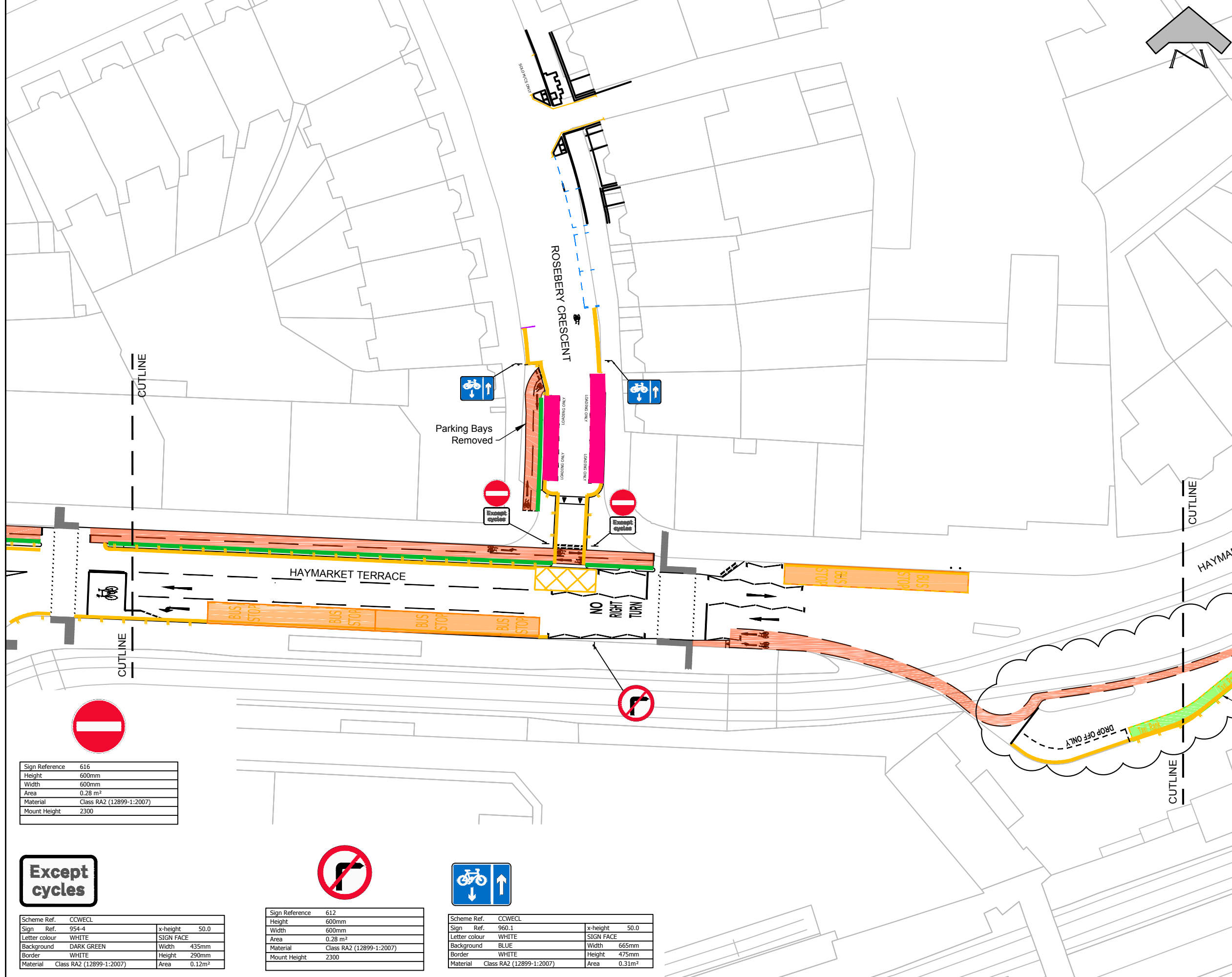
Scheme Ref.	CCWECL		
Sign Ref.	960.1	x-height	50.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	665mm
Border	WHITE	Height	475mm
Material	Class RA2 (12899-1:2007)	Area	0.31m <sup>2</sup>

<b>Except cycles</b>			
Scheme Ref.	CCWECL		
Sign Ref.	954-4	x-height	50.0
Letter colour	WHITE	SIGN FACE	
Background	DARK GREEN	Width	435mm
Border	WHITE	Height	290mm
Material	Class RA2 (12899-1:2007)	Area	0.12m <sup>2</sup>

Sign Reference	612
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300

Sign Reference	613
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300





NOTES:

- KEY**
- Bus stop
  - Loading bay
  - Taxi bay
  - On-street cycle lane
  - Segregated cycle lane
  - White road markings
  - Double yellow line marking: no waiting at any time
  - Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**  
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
 No restrictions

**Parking Bay (Short Stay)**  
 Max 2 hours. No return within 60mins.  
 • Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**  
 Max 30mins. No return within 45mins.  
 • Monday to Friday 9.30am to 4.00pm  
 • Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**  
 Loading or Blue Badge Holders only  
 • Monday to Friday 7.30am to 6.30pm  
 • Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**  
 No Stopping  
 • Monday to Friday 7.30am to 6.30pm  
 • Saturday 8.30am to 6.30pm  
 Except for Loading or Blue Badge Holders  
 • Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)  
 • Saturday (8.30am to 1.30pm)  
 • Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**  
 Loading or Blue Badge Holders only  
 • Monday to Saturday 8.30am to 6.30pm

Sign Reference	616
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300



Scheme Ref.	CCWECL
Sign Ref.	954-4
Letter colour	WHITE
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	50.0
SIGN FACE	
Width	435mm
Height	290mm
Area	0.12m <sup>2</sup>



Sign Reference	612
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300



Scheme Ref.	CCWECL
Sign Ref.	960.1
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	50.0
SIGN FACE	
Width	665mm
Height	475mm
Area	0.31m <sup>2</sup>

REV	DETAILS	BY	DATE	CHECK
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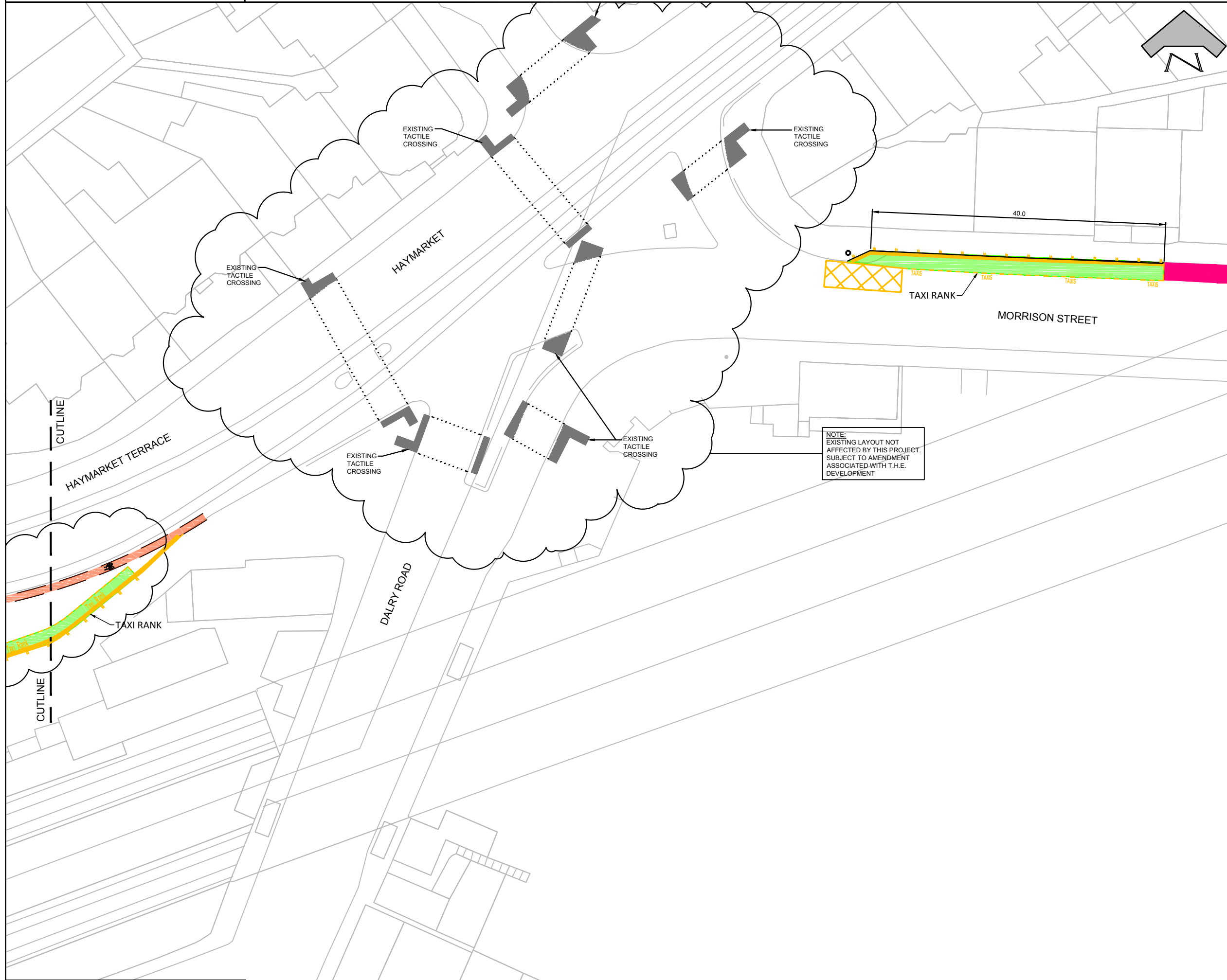


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CITY CENTRE WEST TO EAST  
 CYCLE LINK  
 TRAFFIC REGULATION ORDER  
 SECTION 1 - SHEET 9 OF 10

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WJP
		Reviewed by: PM



NOTE:  
 EXISTING LAYOUT NOT  
 AFFECTED BY THIS PROJECT.  
 SUBJECT TO AMENDMENT  
 ASSOCIATED WITH T.H.E.  
 DEVELOPMENT

NOTES:

KEY

- Taxi bay
- Loading bay
- On-street cycle lane
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK

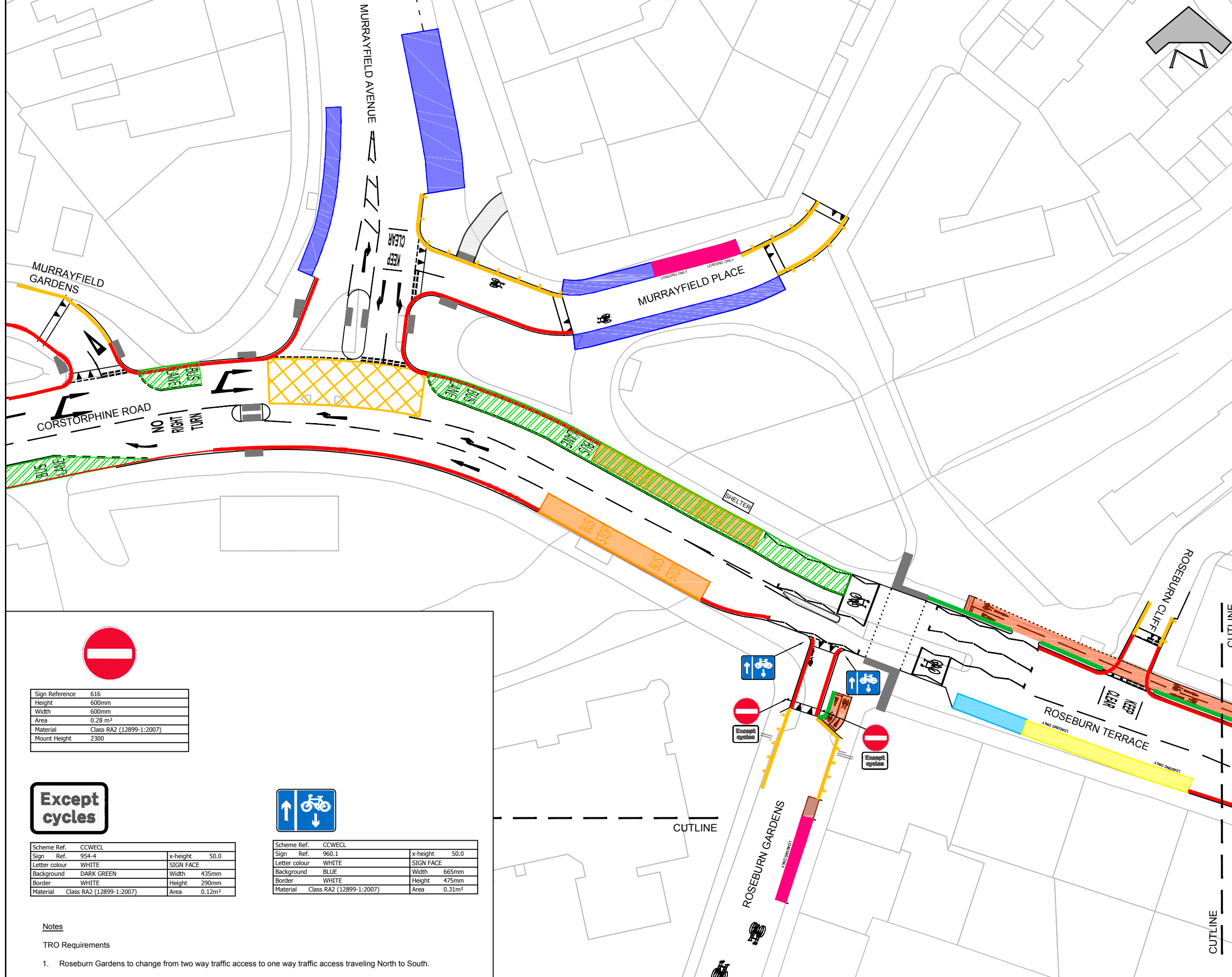


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PLACE  
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CITY CENTRE WEST TO EAST  
 CYCLE LINK  
 TRAFFIC REGULATION ORDER  
 SECTION 1 - SHEET 10 OF 10

Date: APR 2017  
 Scale: 1:500  
 Job No.  
 Drawn by: JN  
 Checked by: WIP  
 Reviewed by: PM



NOTES:

KEY

- Bus stop
- Parking bay (Short stay, 2 hours)  
(No return within 1 hour)
- Parking bay (Greenway) - 30mins Max stay
- All day loading bay (Greenway)
- Loading bay
- Bus lane
- Domestic bin bay
- Segregated cycle lane
- White road markings
- Double red line marking: no stopping all day
- Single red line marking: no stopping part day
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

Sign Reference	616
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300



Scheme Ref.	CCWECL
Sign Ref.	954-4
Letter colour	WHITE
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	50.0
SIGN FACE	
Width	435mm
Height	290mm
Area	0.12m <sup>2</sup>



Scheme Ref.	CCWECL
Sign Ref.	960.1
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	50.0
SIGN FACE	
Width	665mm
Height	475mm
Area	0.31m <sup>2</sup>

Notes

TRO Requirements

1. Roseburn Gardens to change from two way traffic access to one way traffic access traveling North to South.

REV	DETAILS	BY	DATE	CHECK
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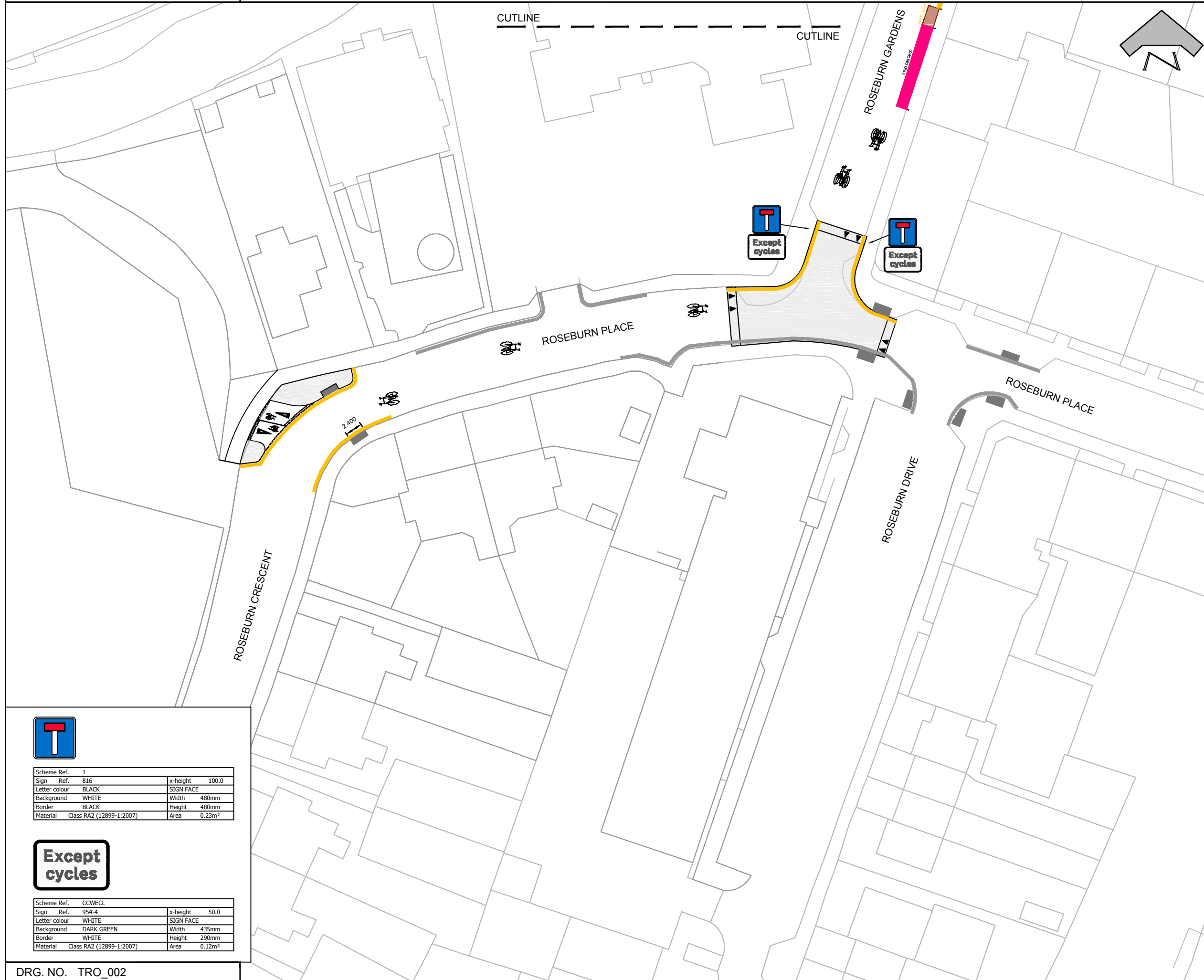
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4 East Market Street  
Edinburgh, EH8 8BG  
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 1 OF 10

Date: APR 2017	Job No.	Checked by: WIP	Drawn by: JN
Scale: 1:500		Reviewed by: PM	





NOTES:

KEY

- Loading bay
- Domestic bin bay
- Double yellow line marking: no waiting at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

- Max 2 hours. No return within 60mins.
- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

- Max 30mins. No return within 45mins.
- Monday to Friday 9.30am to 4.00pm
  - Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

- Loading or Blue Badge Holders only
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

- No Stopping
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
  - Saturday (8.30am to 1.30pm)
  - Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

- Loading or Blue Badge Holders only
- Monday to Saturday 8.30am to 6.30pm



Scheme Ref.	1	x-height	100.0
Sign Ref.	816	Letter colour	BLACK
Letter colour	BLACK	Background	WHITE
Background	WHITE	Border	BLACK
Border	BLACK	Material	Class RA2 (12899-1:2007)
Material	Class RA2 (12899-1:2007)	Width	480mm
		Height	480mm
		Area	0.23m <sup>2</sup>



Scheme Ref.	CCWECL	x-height	50.0
Sign Ref.	954-4	Letter colour	WHITE
Letter colour	WHITE	Background	DARK GREEN
Background	DARK GREEN	Border	WHITE
Border	WHITE	Material	Class RA2 (12899-1:2007)
Material	Class RA2 (12899-1:2007)	Width	435mm
		Height	290mm
		Area	0.12m <sup>2</sup>

REV	DETAILS	BY	DATE	CHECK
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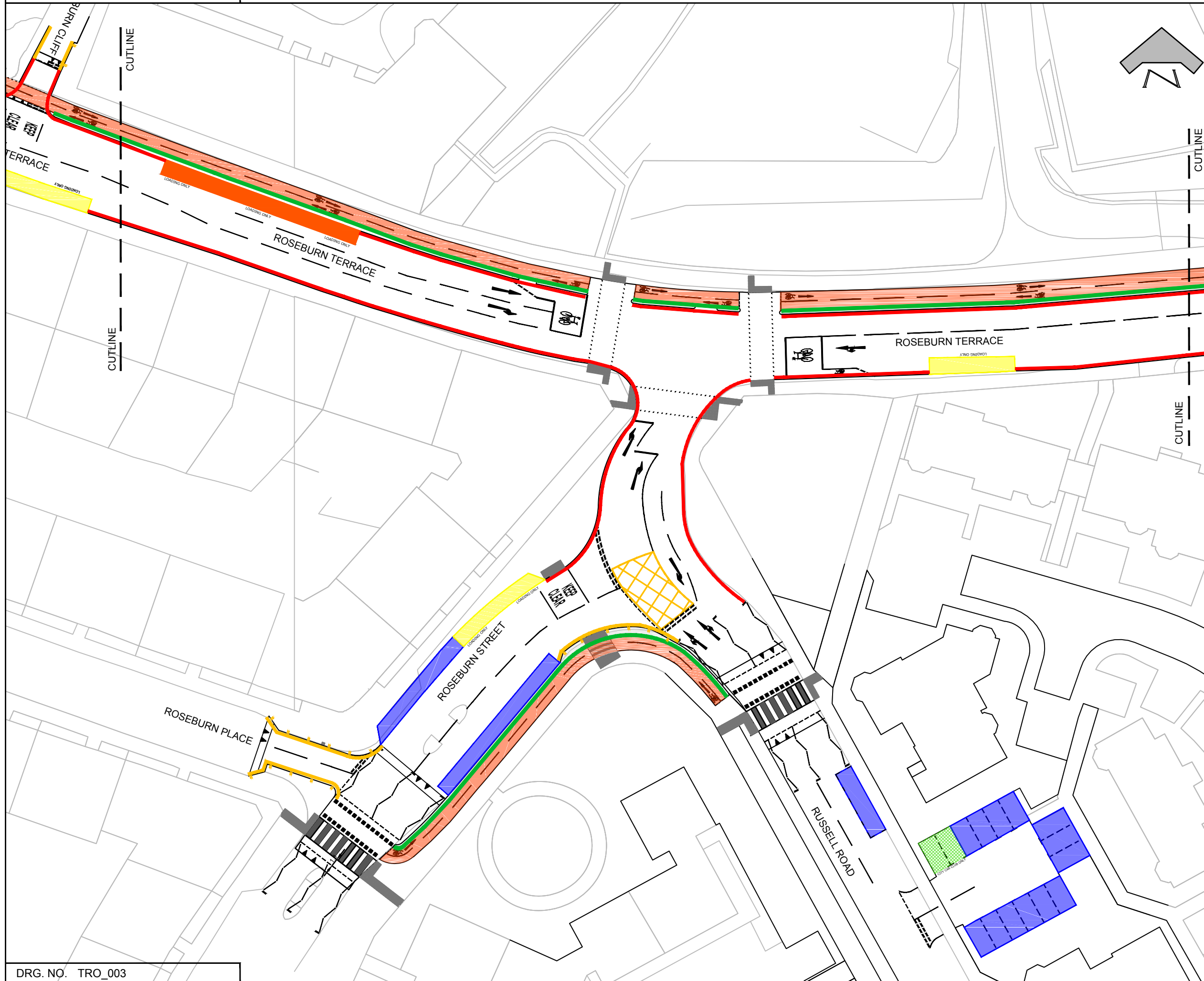
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 2 OF 10

Date:	APR 2017	Job No.		Drawn by:	JN
Scale:	1:500	Checked by:	WIP	Reviewed by:	PM





NOTES:

KEY

- Parking bay (Short stay, 2 hours)  
(No return within 1 hour)
- All day loading bay (Greenway)
- Off Peak loading bay (Greenway)
- City Car Club
- Segregated cycle lane
- White road markings
- Double red line marking: no stopping all day
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping

- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
  - Saturday (8.30am to 1.30pm)
  - Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

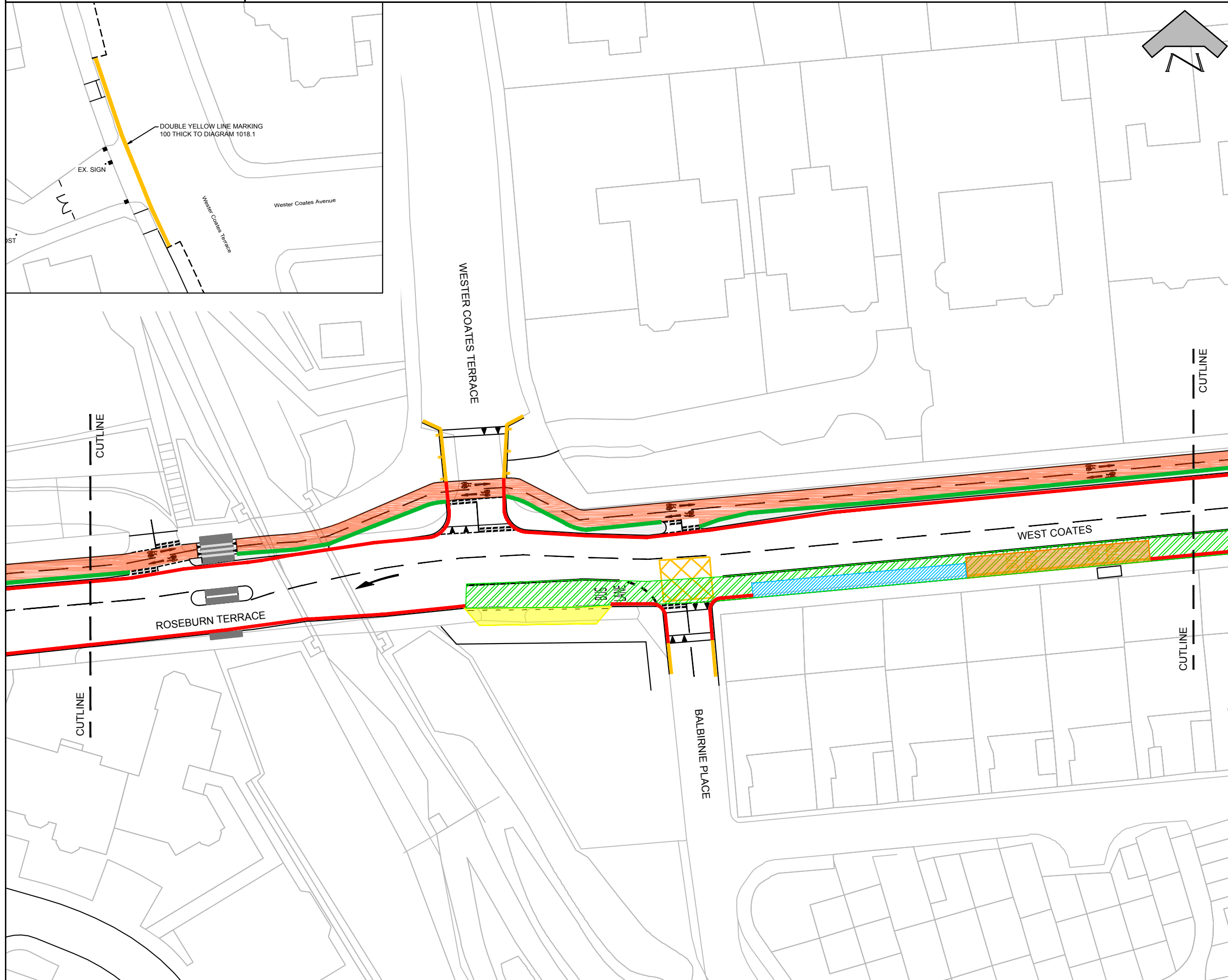
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**CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 3 OF 10**

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WIP
		Reviewed by: PM



NOTES:

KEY

- Bus stop
- Parking bay (Greenway) - 60mins Max stay
- All day loading bay (Greenway)
- Bus lane
- Segregated cycle lane
- White road markings
- Double red line marking: no stopping all day
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

- Max 2 hours. No return within 60mins.
- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

- Max 30mins. No return within 45mins.
- Monday to Friday 9.30am to 4.00pm
  - Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

- Loading or Blue Badge Holders only
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

- No Stopping
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
  - Saturday (8.30am to 1.30pm)
  - Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

- Loading or Blue Badge Holders only
- Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK

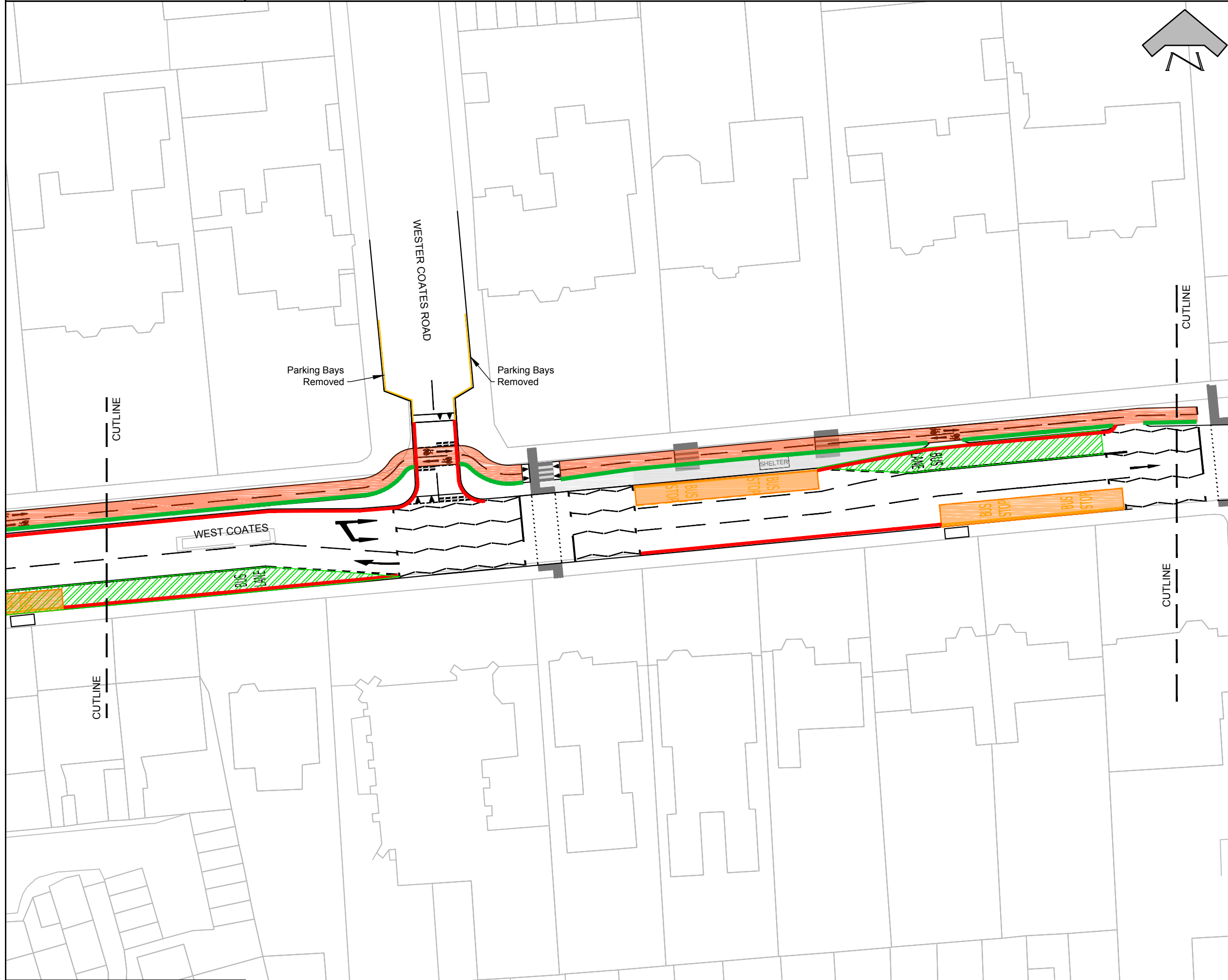


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**CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 4 OF 10**

Date: APR 2017	Job No.	Checked by: WIP	Drawn by: JN
Scale: 1:500		Reviewed by: PM	



NOTES:

KEY

-  Bus stop
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Single yellow line marking: waiting restriction

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK



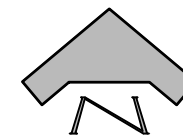
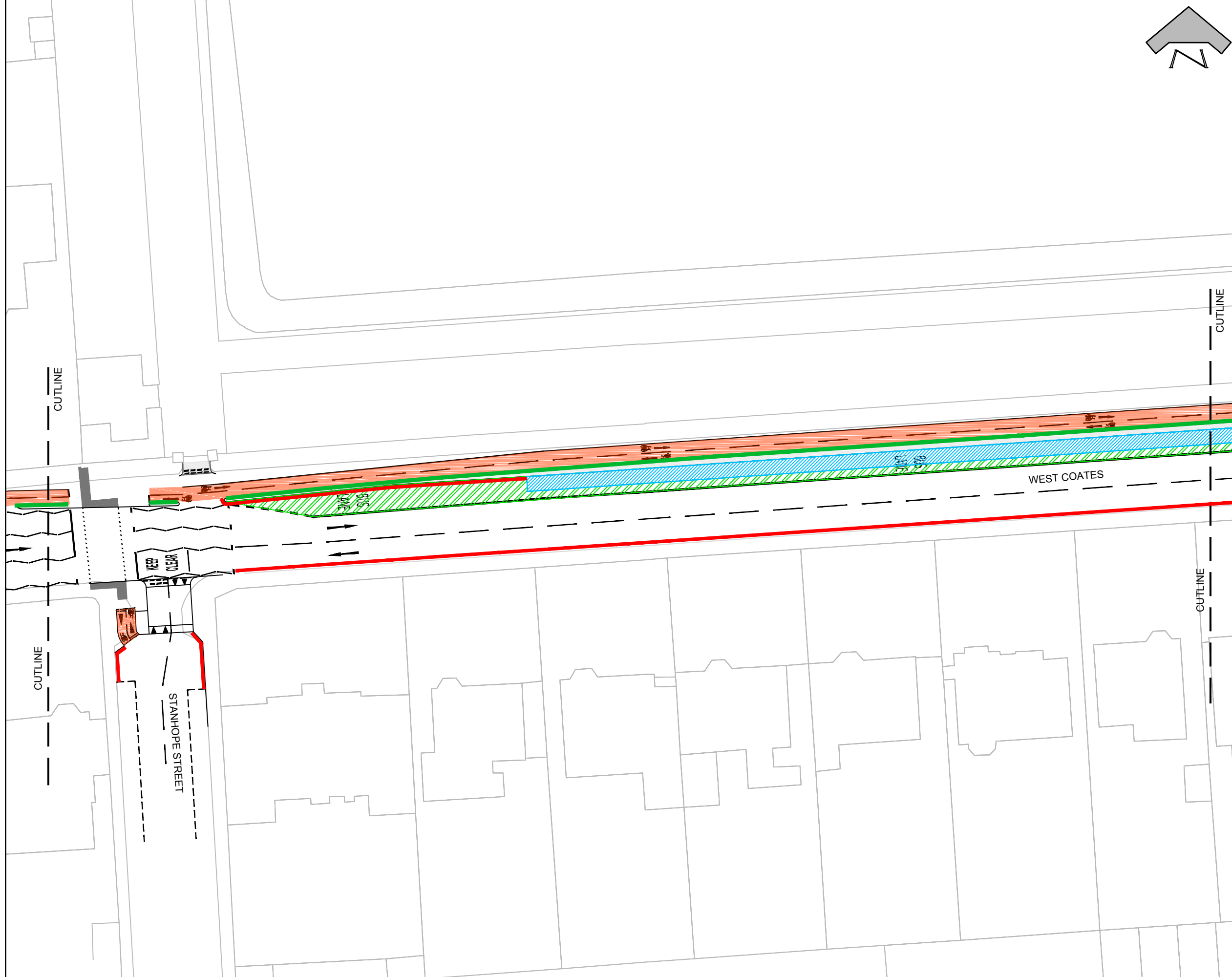
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INFRASTRUCTURE  
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**CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 5 OF 10**

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WIP
		Reviewed by: PM





NOTES:

KEY

- Parking bay (Greenway) - 60mins Max stay
- Bus lane
- Segregated cycle lane
- White road markings
- Double red line marking: no stopping all day
- Double yellow line marking: no waiting at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

- Max 2 hours. No return within 60mins.
- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

- Max 30mins. No return within 45mins.
- Monday to Friday 9.30am to 4.00pm
  - Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

- Loading or Blue Badge Holders only
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

- No Stopping
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
  - Saturday (8.30am to 1.30pm)
  - Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

- Loading or Blue Badge Holders only
- Monday to Saturday 8.30am to 6.30pm

REV	DETAILS	BY	DATE	CHECK

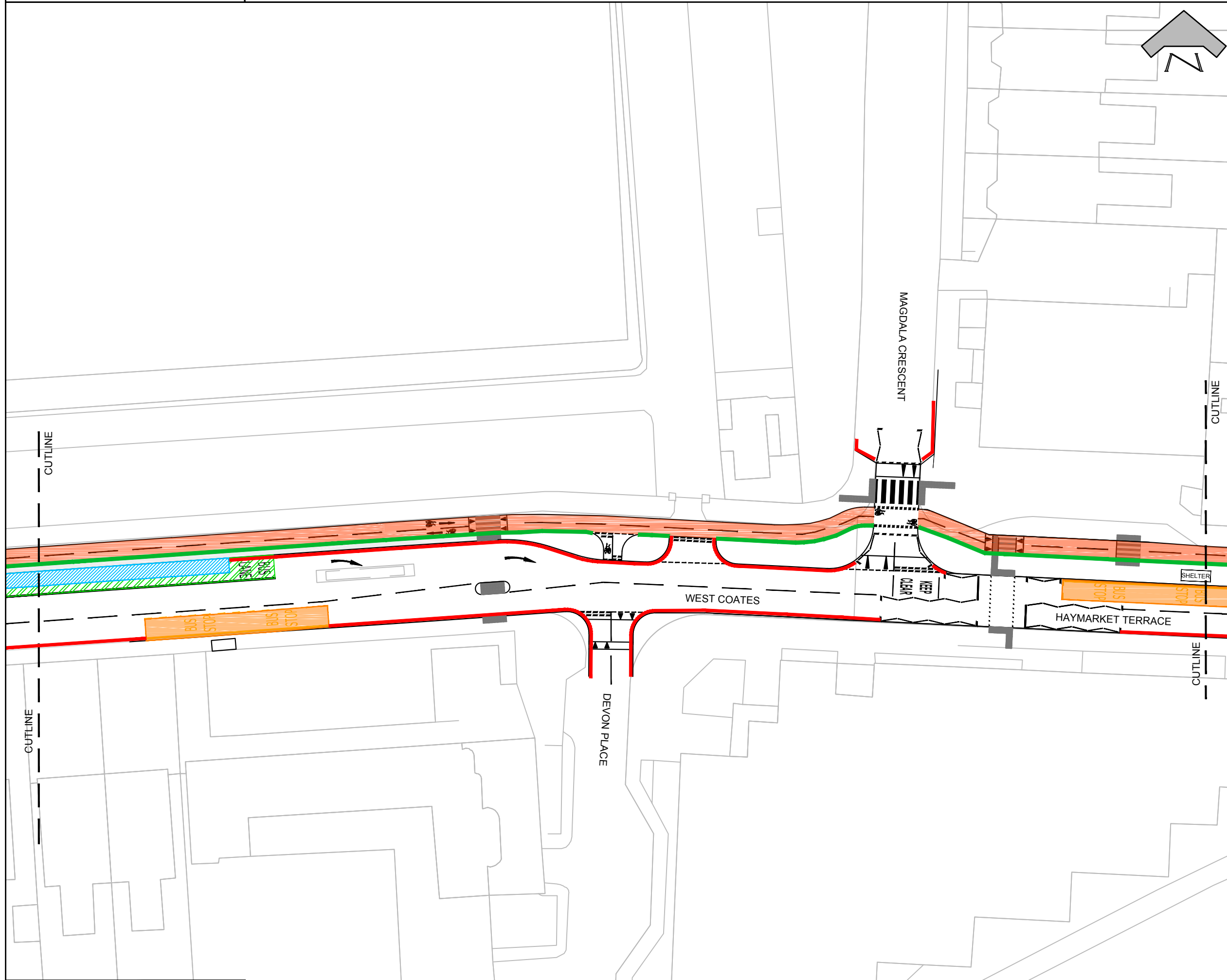


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


CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 6 OF 10

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WIP
		Reviewed by: PM



NOTES:

KEY

-  Bus stop
-  Parking bay (Greenway) - 60mins Max stay
-  Bus lane
-  Segregated cycle lane
-  White road markings
-  Double red line marking: no stopping all day
-  Double yellow line marking: no waiting at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.  
• Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.  
• Monday to Friday 9.30am to 4.00pm  
• Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only  
• Monday to Friday 7.30am to 6.30pm  
• Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping  
• Monday to Friday 7.30am to 6.30pm  
• Saturday 8.30am to 6.30pm  
Except for Loading or Blue Badge Holders  
• Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)  
• Saturday (8.30am to 1.30pm)  
• Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only  
• Monday to Saturday 8.30am to 6.30pm

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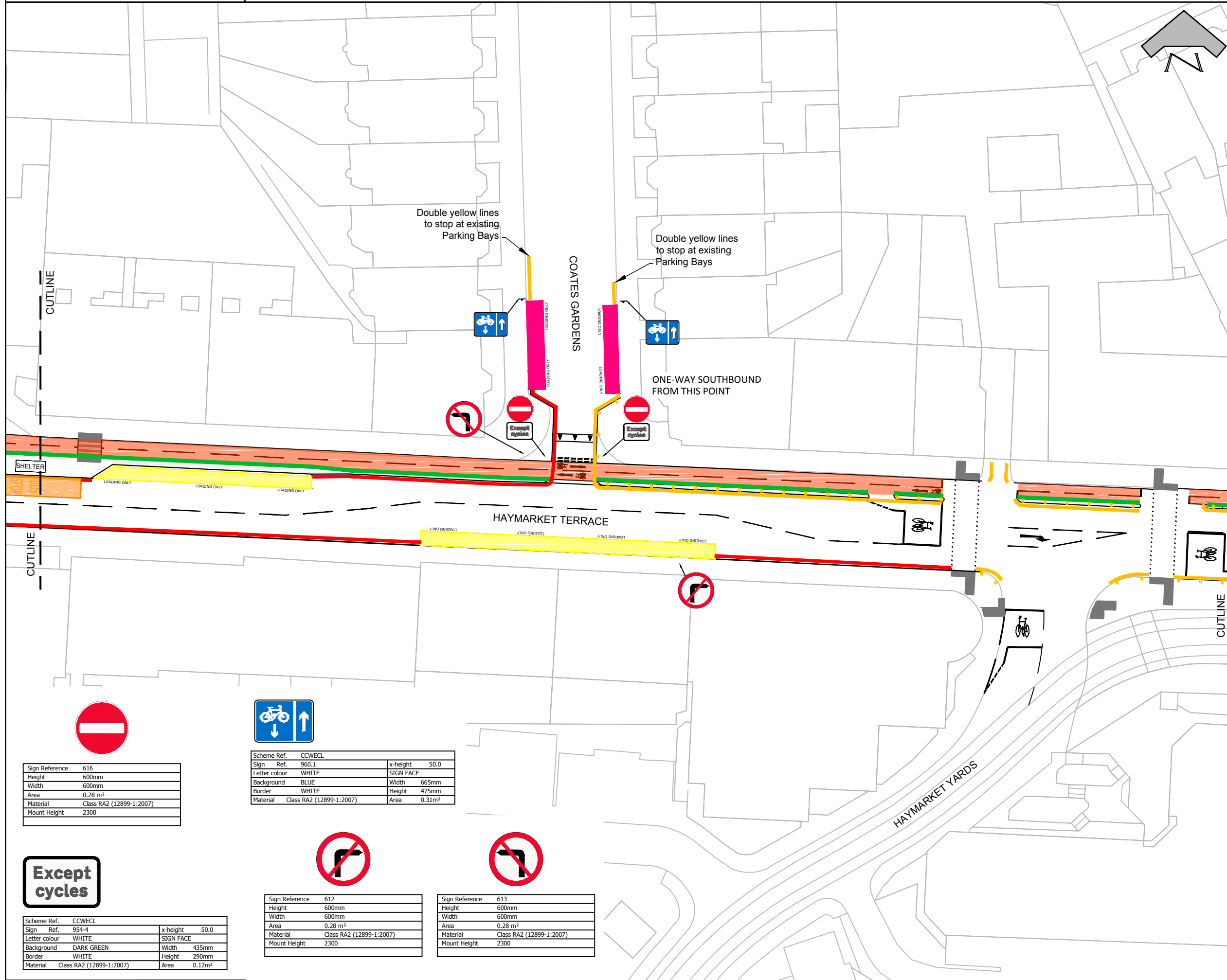


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**CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 7 OF 10**

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WIP
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NOTES:

KEY

- Bus stop
- All day loading bay (Greenway)
- Loading bay
- Segregated cycle lane
- White road markings
- Double red line marking: no stopping all day
- Double yellow line marking: no waiting at any time
- Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**

Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm

Other times  
No restrictions

**Parking Bay (Short Stay)**

Max 2 hours. No return within 60mins.

- Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**

Max 30mins. No return within 45mins.

- Monday to Friday 9.30am to 4.00pm
- Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**

Loading or Blue Badge Holders only

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**

No Stopping

- Monday to Friday 7.30am to 6.30pm
- Saturday 8.30am to 6.30pm

Except for Loading or Blue Badge Holders

- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
- Saturday (8.30am to 1.30pm)
- Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**

Loading or Blue Badge Holders only

- Monday to Saturday 8.30am to 6.30pm

Sign Reference	616
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300

Scheme Ref.	CCWECL		
Sign Ref.	960.1	x-height	50.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	665mm
Border	WHITE	Height	475mm
Material	Class RA2 (12899-1:2007)	Area	0.31m <sup>2</sup>

**Except cycles**

Scheme Ref.	CCWECL		
Sign Ref.	954-4	x-height	50.0
Letter colour	WHITE	SIGN FACE	
Background	DARK GREEN	Width	435mm
Border	WHITE	Height	290mm
Material	Class RA2 (12899-1:2007)	Area	0.12m <sup>2</sup>

Sign Reference	612
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300

Sign Reference	613
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300

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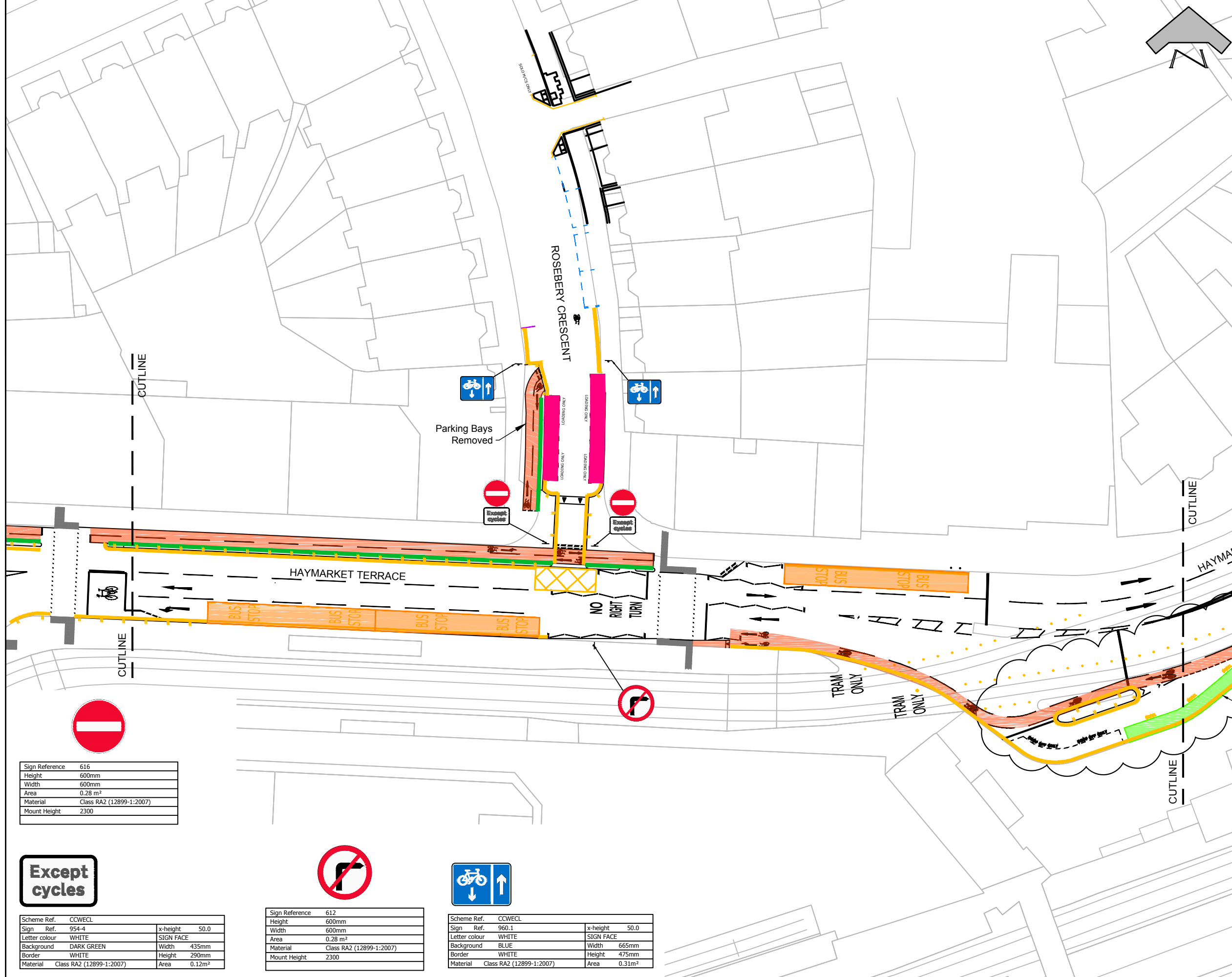
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 8 OF 10

Date: APR 2017  
Scale: 1:500

Job No.

Drawn by: JN  
Checked by: WIP  
Reviewed by: PM



- NOTES:**
- KEY**
- Bus stop
  - Loading bay
  - Taxi bay
  - On-street cycle lane
  - Segregated cycle lane
  - White road markings
  - Double yellow line marking: no waiting at any time
  - Double yellow line/double blip markings: no waiting or loading at any time

- Bus Lane Operating Hours**
- Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm
- Other times  
No restrictions
- Parking Bay (Short Stay)**
- Max 2 hours. No return within 60mins.
- Monday to Saturday 8.30am to 4.30pm
- Parking Bay (Greenway)**
- Max 30mins. No return within 45mins.
- Monday to Friday 9.30am to 4.00pm
  - Saturday 8.30am to 6.30pm
- All Day Loading Bay (Greenway)**
- Loading or Blue Badge Holders only
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm
- Off Peak Loading Bay (Greenway)**
- No Stopping
- Monday to Friday 7.30am to 6.30pm
  - Saturday 8.30am to 6.30pm
- Except for Loading or Blue Badge Holders
- Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)
  - Saturday (8.30am to 1.30pm)
  - Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.
- Loading Bay**
- Loading or Blue Badge Holders only
- Monday to Saturday 8.30am to 6.30pm

Sign Reference	616
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300



Scheme Ref.	CCWECL
Sign Ref.	954-4
Letter colour	WHITE
Background	DARK GREEN
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	50.0
SIGN FACE	
Width	435mm
Height	290mm
Area	0.12m <sup>2</sup>



Sign Reference	612
Height	600mm
Width	600mm
Area	0.28 m <sup>2</sup>
Material	Class RA2 (12899-1:2007)
Mount Height	2300



Scheme Ref.	CCWECL
Sign Ref.	960.1
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	50.0
SIGN FACE	
Width	665mm
Height	475mm
Area	0.31m <sup>2</sup>

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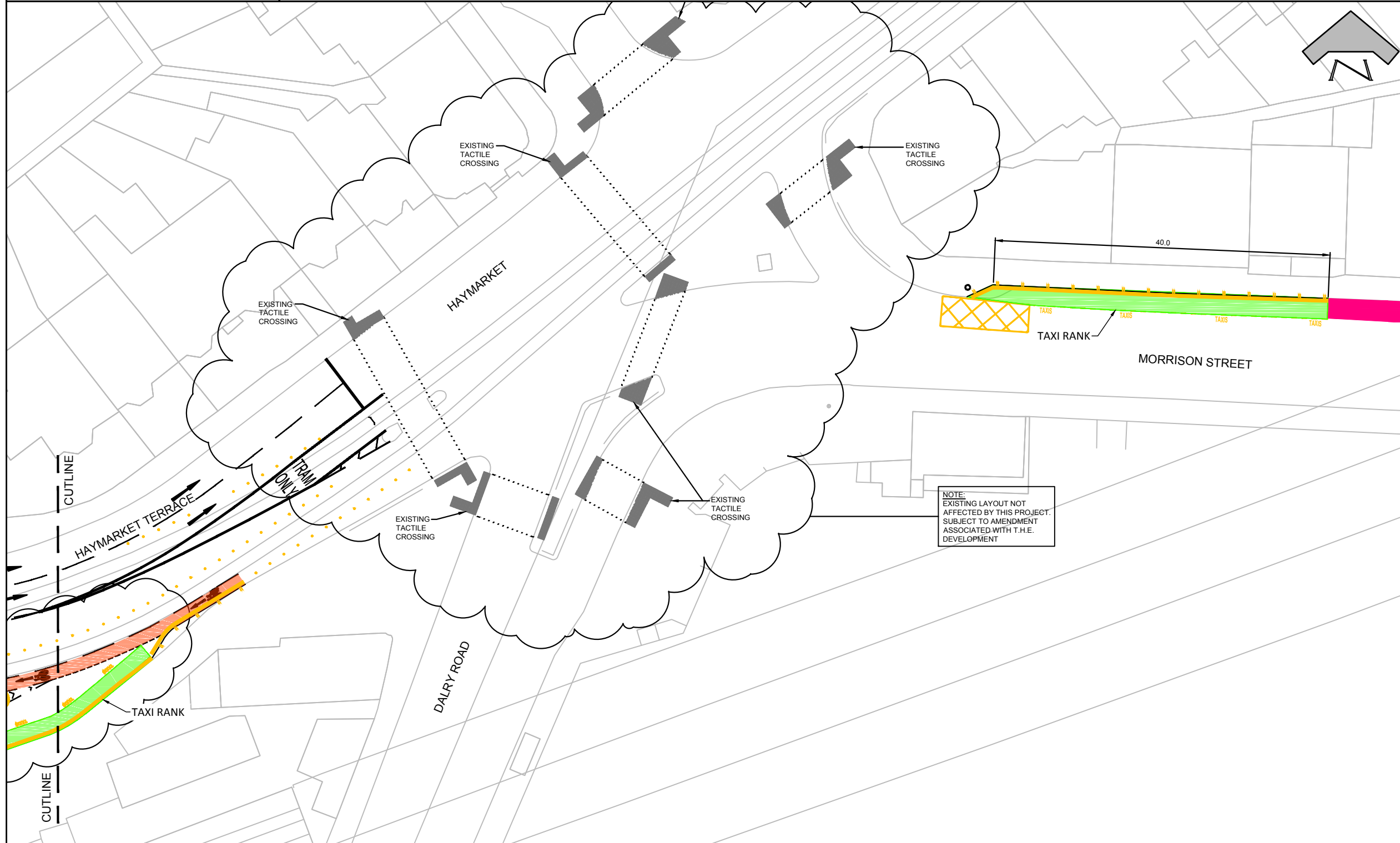
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
TRAFFIC REGULATION ORDER  
SECTION 1 - SHEET 9 OF 10

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WJP
		Reviewed by: PM





NOTES:

- KEY**
- Taxi bay
  - Loading bay
  - On-street cycle lane
  - Double yellow line marking: no waiting at any time
  - Double yellow line/double blip markings: no waiting or loading at any time

**Bus Lane Operating Hours**  
 Mon - Fri 7.30am - 9.30am and 4.00pm - 6.30pm  
 Other times  
 No restrictions

**Parking Bay (Short Stay)**  
 Max 2 hours. No return within 60mins.  
 • Monday to Saturday 8.30am to 4.30pm

**Parking Bay (Greenway)**  
 Max 30mins. No return within 45mins.  
 • Monday to Friday 9.30am to 4.00pm  
 • Saturday 8.30am to 6.30pm

**All Day Loading Bay (Greenway)**  
 Loading or Blue Badge Holders only  
 • Monday to Friday 7.30am to 6.30pm  
 • Saturday 8.30am to 6.30pm

**Off Peak Loading Bay (Greenway)**  
 No Stopping  
 • Monday to Friday 7.30am to 6.30pm  
 • Saturday 8.30am to 6.30pm  
 Except for Loading or Blue Badge Holders  
 • Monday to Friday (9.30am to 4.00pm) and Saturday (8.30am to 1.30pm)  
 • Saturday (8.30am to 1.30pm)  
 • Saturday (1.30pm to 6.30pm) - Parking Maximum wait 30mins.

**Loading Bay**  
 Loading or Blue Badge Holders only  
 • Monday to Saturday 8.30am to 6.30pm

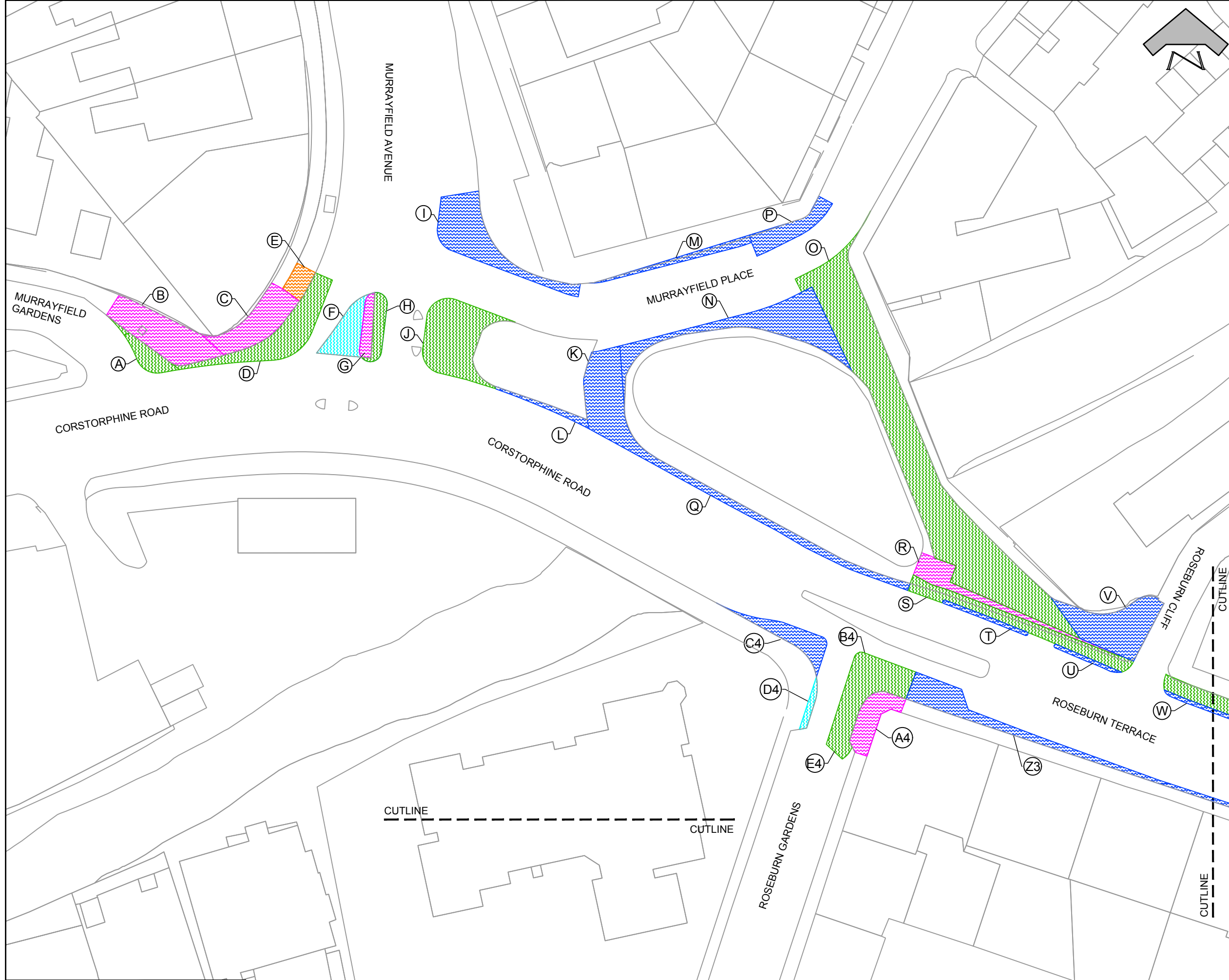
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The City of Edinburgh Council Waverley Court 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000		PLACE PLANNING AND TRANSPORT INFRASTRUCTURE TRANSPORT DESIGN & DELIVERY		
<b>CITY CENTRE WEST TO EAST                  CYCLE LINK                  TRAFFIC REGULATION ORDER                  SECTION 1 - SHEET 10 OF 10</b>				
Date: APR 2017	Job No.	Checked by: WIP	Drawn by: JN Reviewed by: PM	
DRG. NO. TRO_010				



DRG. NO. RSO\_001






INFRASTRUCTURE

DRG. NO. RSO-001



NOTES:

KEY

-  Existing carriageway redetermined as footway (I, K, L, M, N, P, Q, T, U, V, W, Z3, C4)
-  Existing footway redetermined as carriageway (F, D4)
-  Existing carriageway redetermined as cycletrack (A, D, H, J, O, S, E4)
-  Existing footway redetermined as cycletrack (B, C, G, R, A4)
-  Existing verge redetermined as cycletrack (E)

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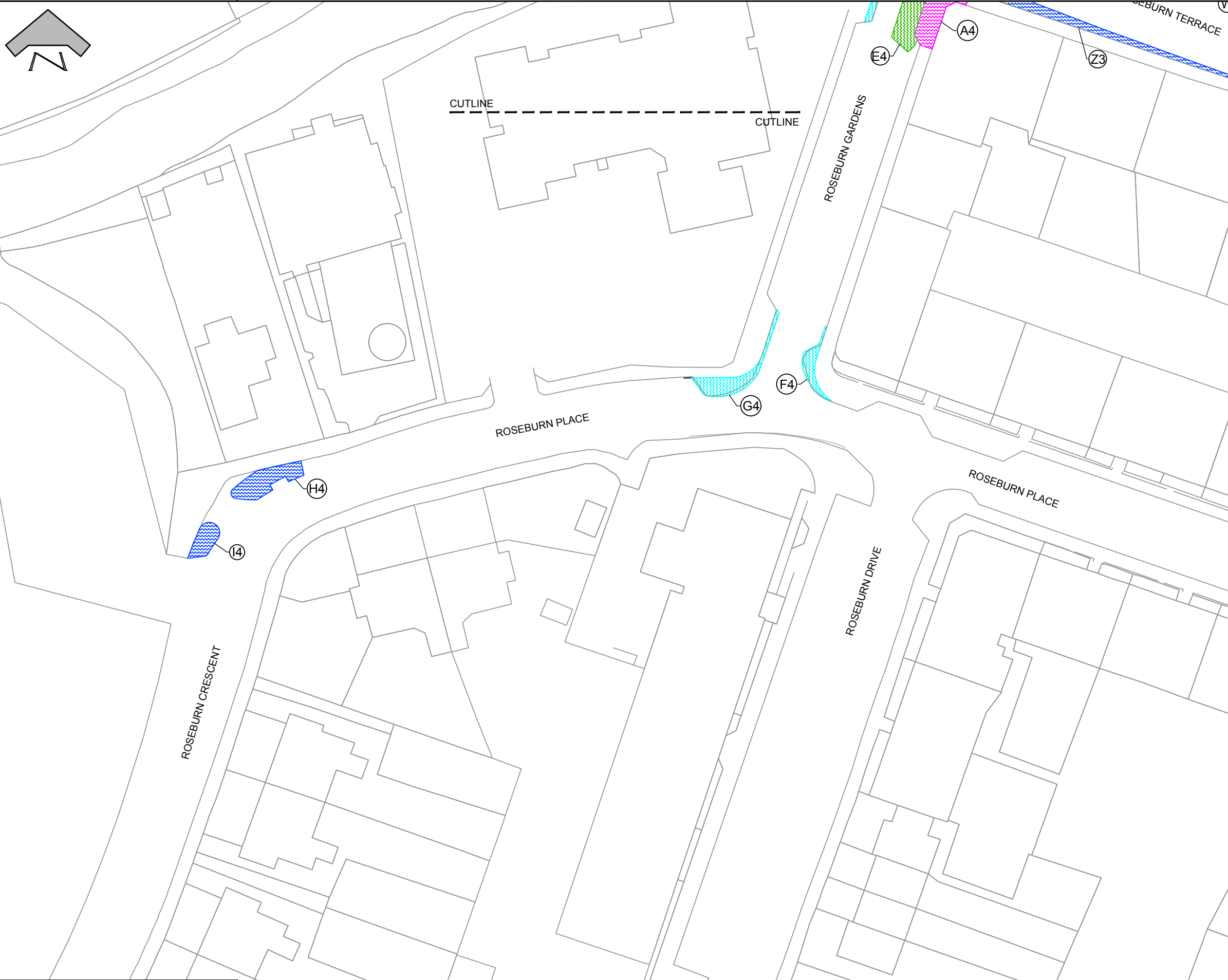
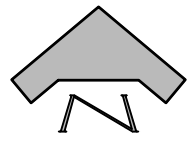
CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 1 OF 10

Date: APR 2017	Job No.	Drawn by: JN
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DRG. NO. RSO-001





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DRG. NO. RSO-001



NOTES:

KEY

-  Existing carriageway redetermined as footway (Z3, H4, I4)
-  Existing footway redetermined as carriageway (F4, G4)
-  Existing carriageway redetermined as cycletrack (E4)
-  Existing footway redetermined as cycletrack (A4)

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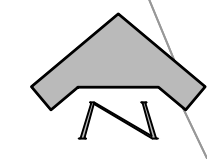
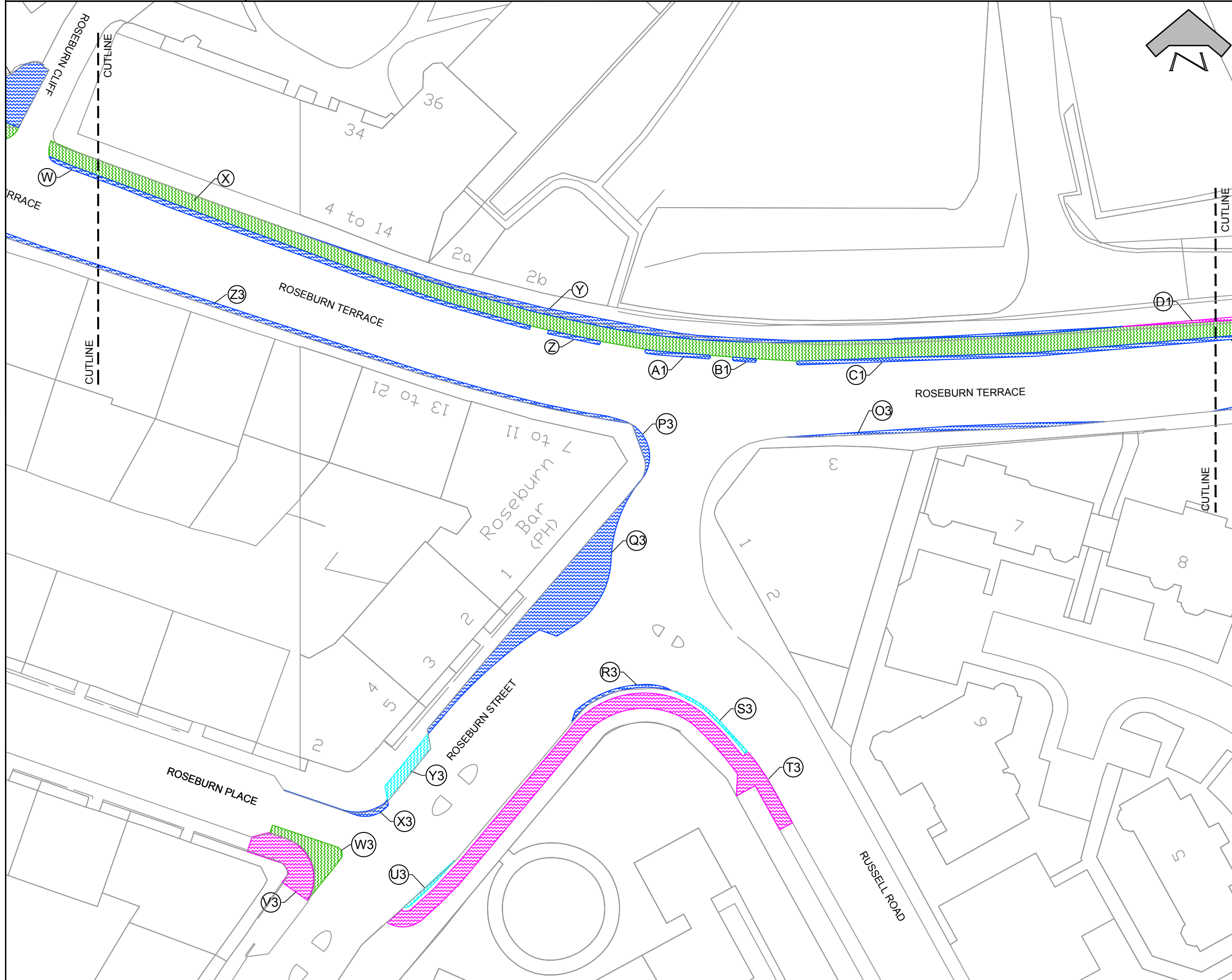
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 2 OF 10

Date: APR 2017	Job No.	Checked by: WIP	Drawn by: JN
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NOTES:

KEY

- Existing carriageway redetermined as footway (W, Y, Z, A1, B1, C1, O3, P3, Q3, R3, X3)
- Existing footway redetermined as carriageway (S3, Y3, U3)
- Existing carriageway redetermined as cycletrack (X, W3)
- Existing footway redetermined as cycletrack (D1, T3, V3)

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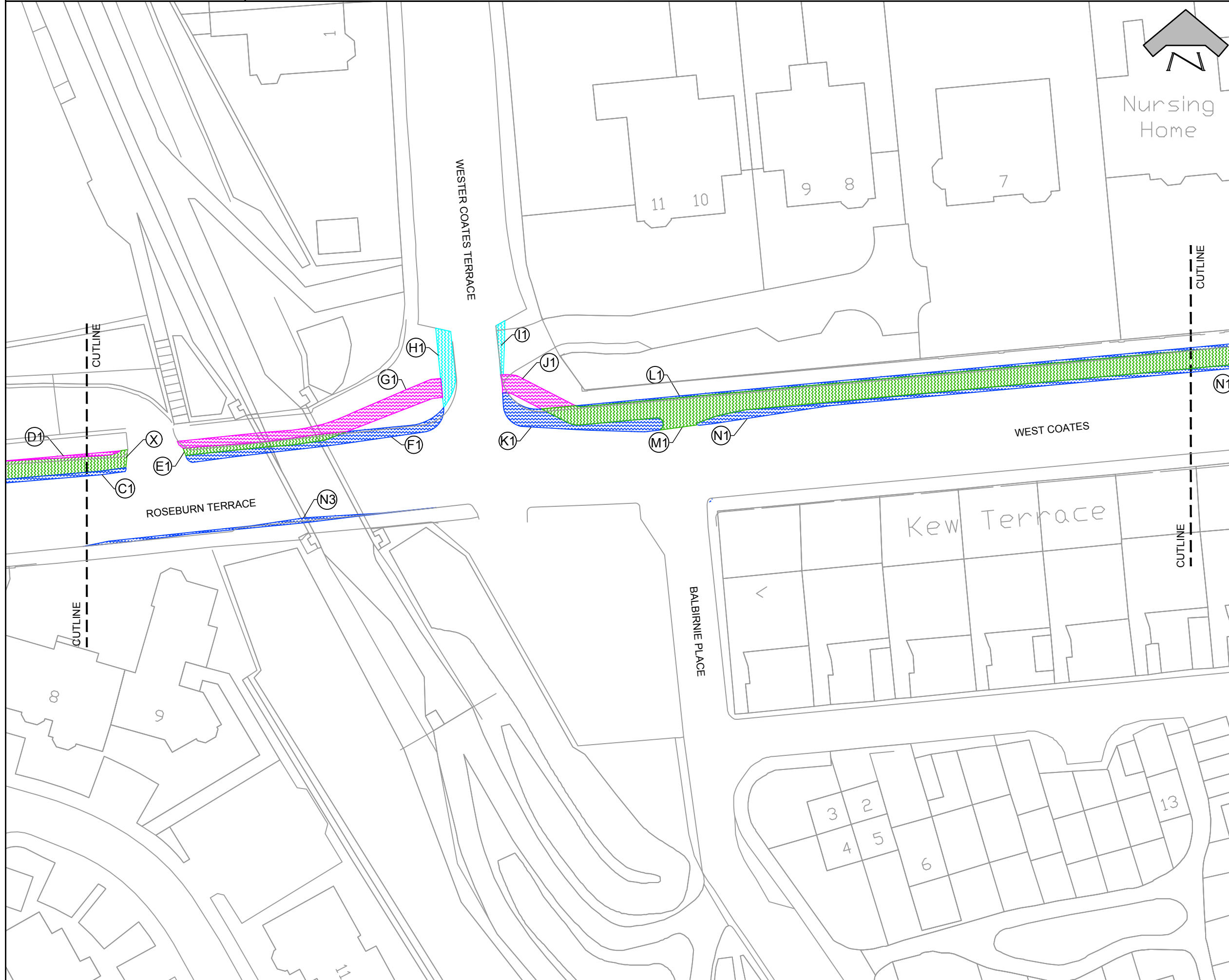
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CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 3 OF 10

Date: APR 2017  
Scale: 1:500

Job No.  
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NOTES:

KEY

-  Existing carriageway re-determined as footway (C1, F1, K1, L1, N1, N3)
-  Existing footway re-determined as carriageway (H1, I1)
-  Existing carriageway re-determined as cycletrack (X, E1, M1)
-  Existing footway re-determined as cycletrack (D1, G1, J1)

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CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 4 OF 10

Date: APR 2017	Job No.	Drawn by: JN
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NOTES:

KEY

- Existing carriageway redetermined as footway (L1, N1, O1, R1, U1, V1)
- Existing carriageway redetermined as cycletrack (M1, T1)
- Existing footway redetermined as cycletrack (P1, Q1)

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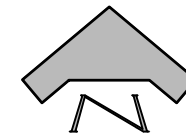
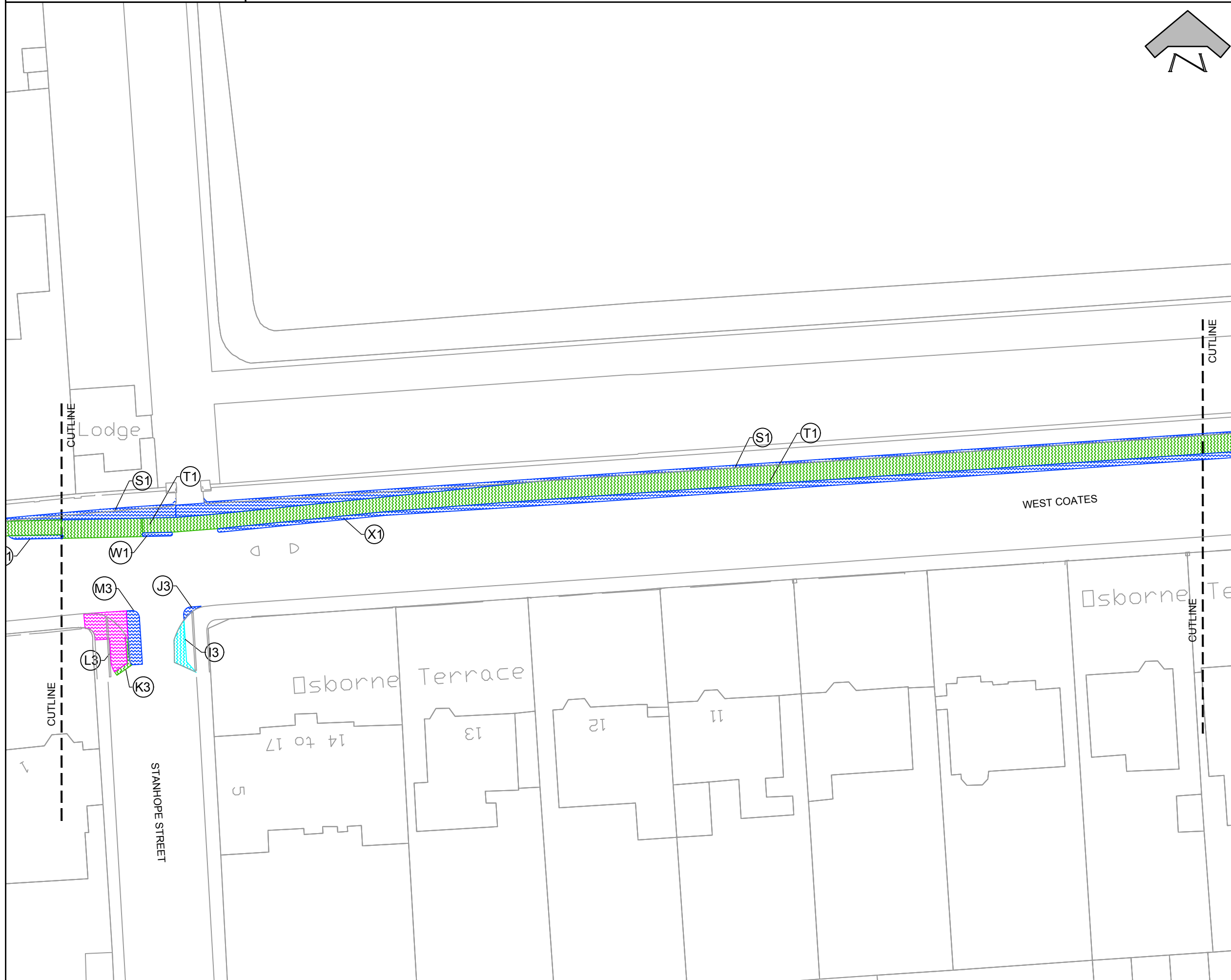
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CITY CENTRE WEST TO EAST  
 CYCLE LINK  
 RE-DETERMINATION  
 SECTION 1 - SHEET 5 OF 10





Date: APR 2017	Job No.	Drawn by: JN
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NOTES:

KEY

-  Existing carriageway redetermined as footway (S1, W1, X1, J3, M3)
-  Existing footway redetermined as carriageway (I3)
-  Existing carriageway redetermined as cycletrack (T1, K3)
-  Existing footway redetermined as cycletrack (L3)

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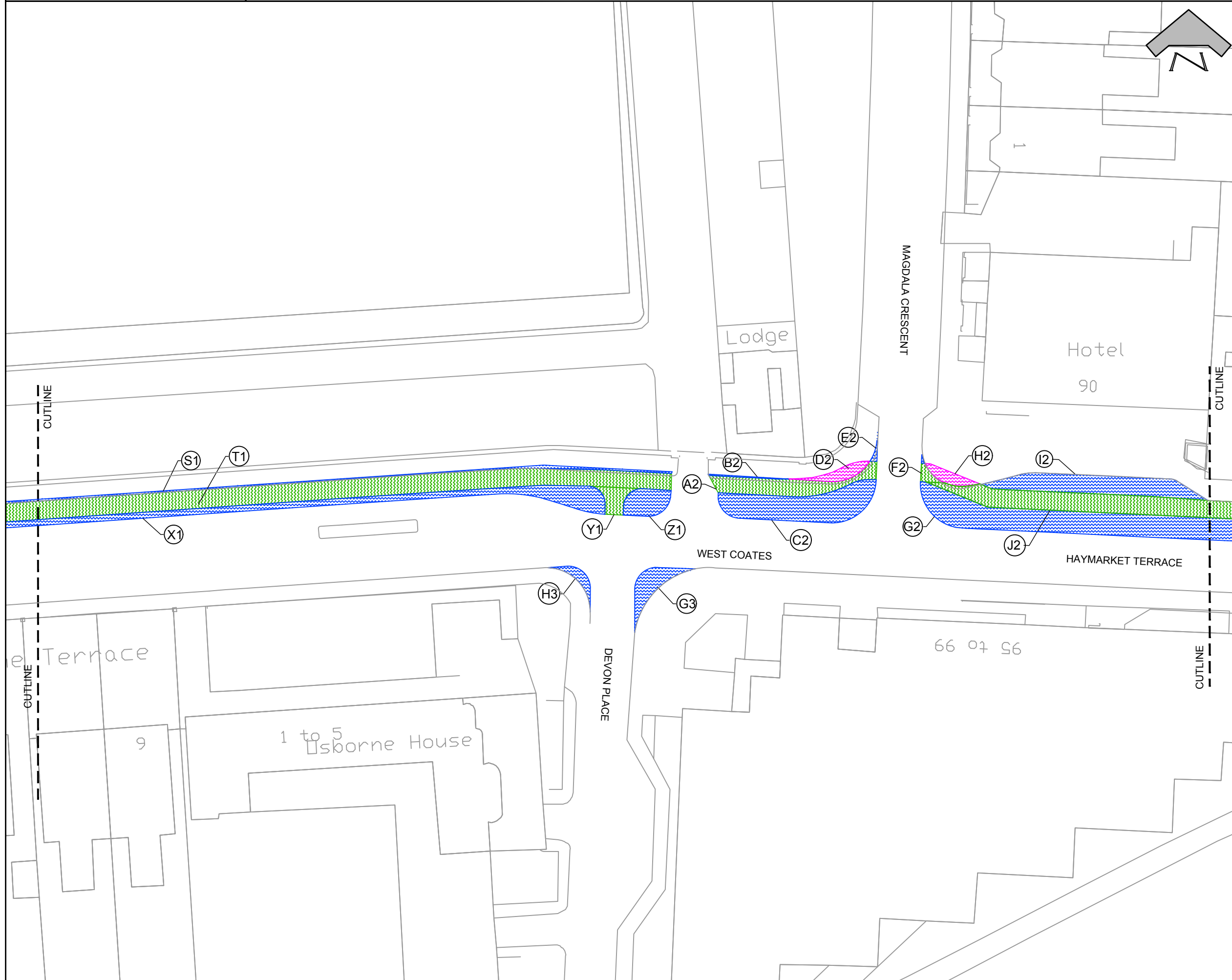
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 6 OF 10




Date: APR 2017	Job No.	Drawn by: JN
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NOTES:

KEY

-  Existing carriageway re-determined as footway (S1, X1, Z1, B2, C2, E2, G2, I2, G3, H3)
-  Existing carriageway re-determined as cycletrack (T1, A2, F2, J2)
-  Existing footway re-determined as cycletrack (D2, H2)

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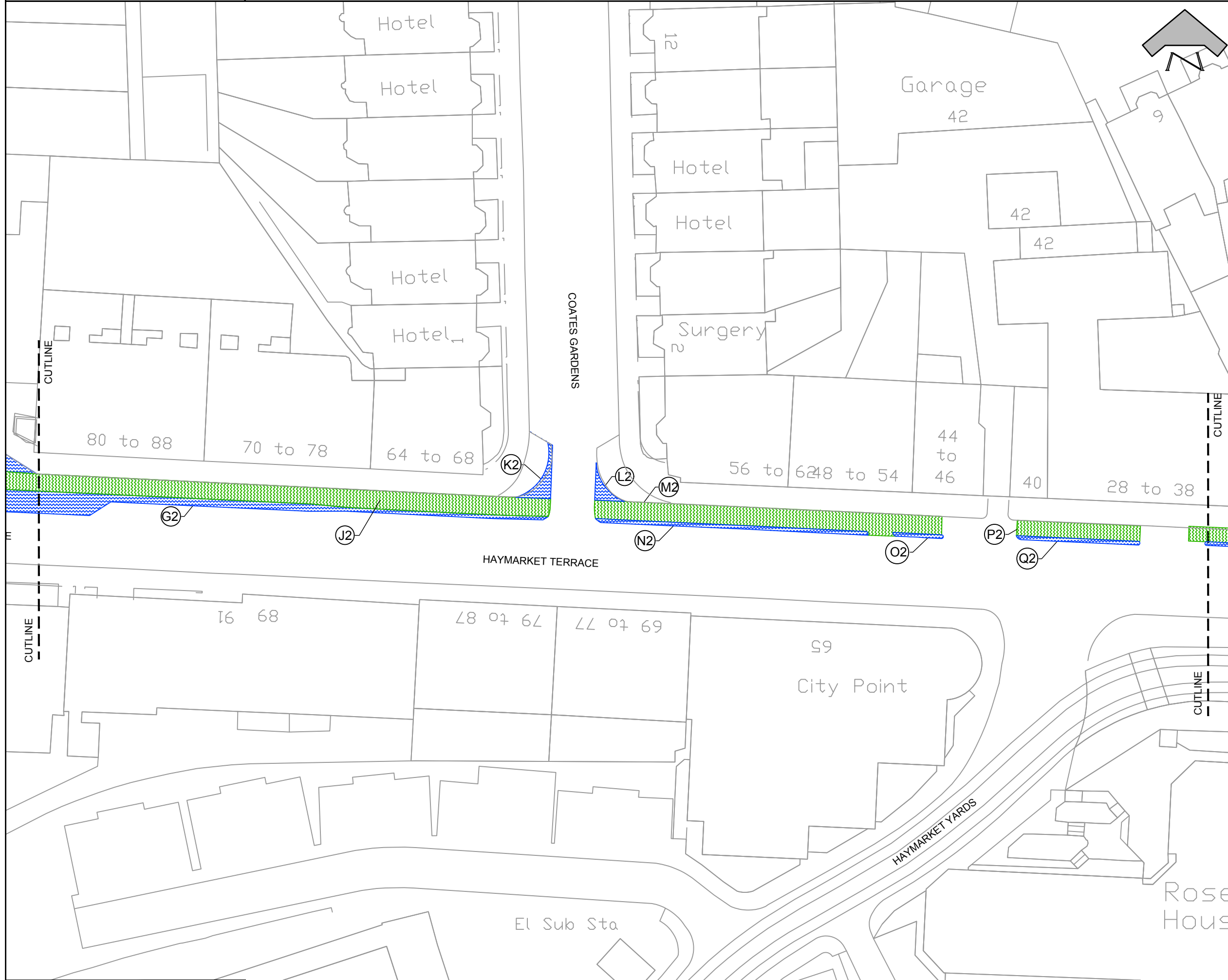
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 7 OF 10

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NOTES:

KEY

- Existing carriageway redetermined as footway (G2, K2, L2, N2, O2, Q2)
- Existing carriageway redetermined as cycletrack (J2, M2, P2)

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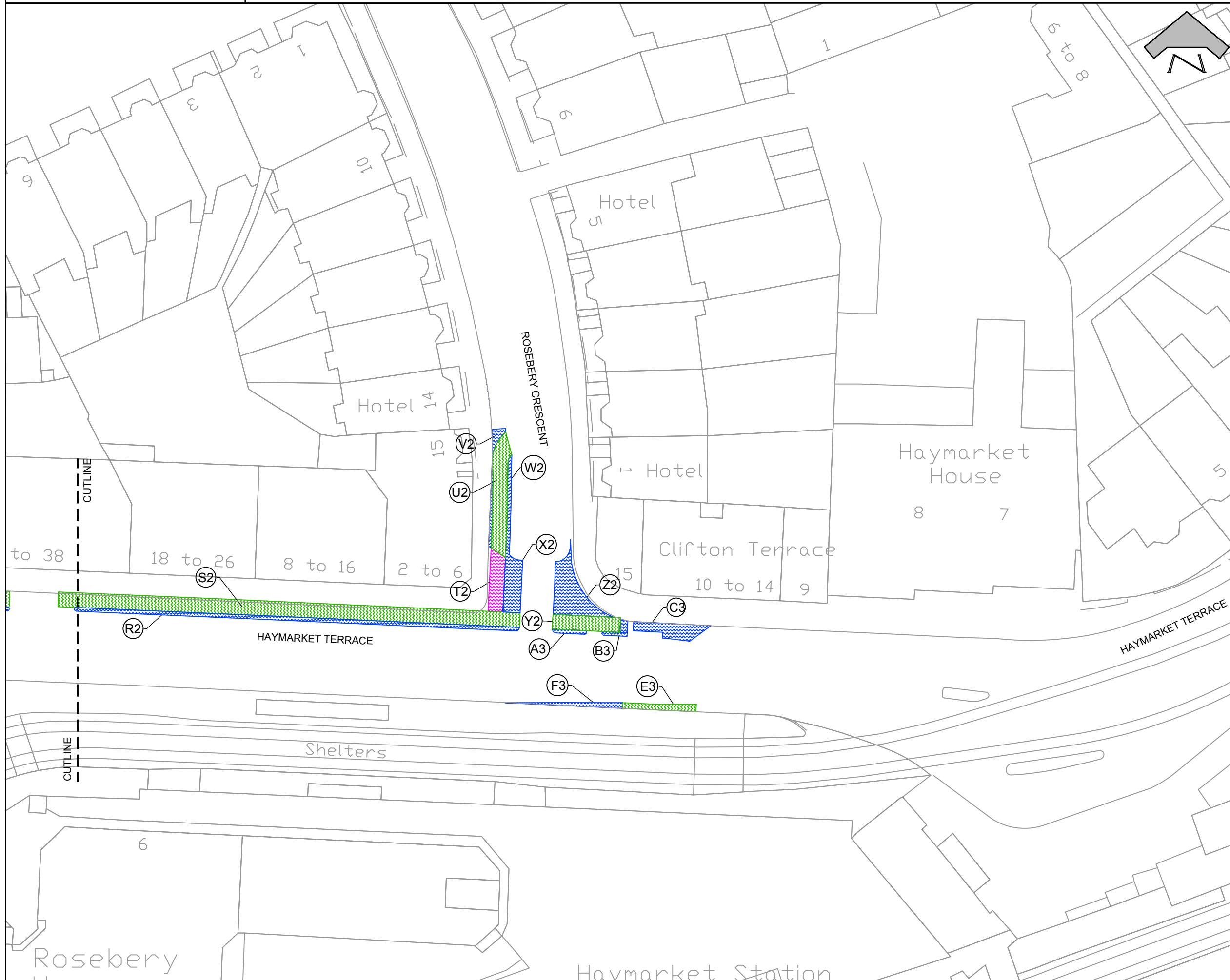
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 8 OF 10

Date: APR 2017	Job No.	Drawn by: JN
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NOTES:

KEY

-  Existing carriageway re-determined as footway (R2, V2, W2, X2, Z2, A3, B3, C3, F3)
-  Existing carriageway re-determined as cycletrack (S2, U2, Y2, E3)
-  Existing footway re-determined as cycletrack (T2)

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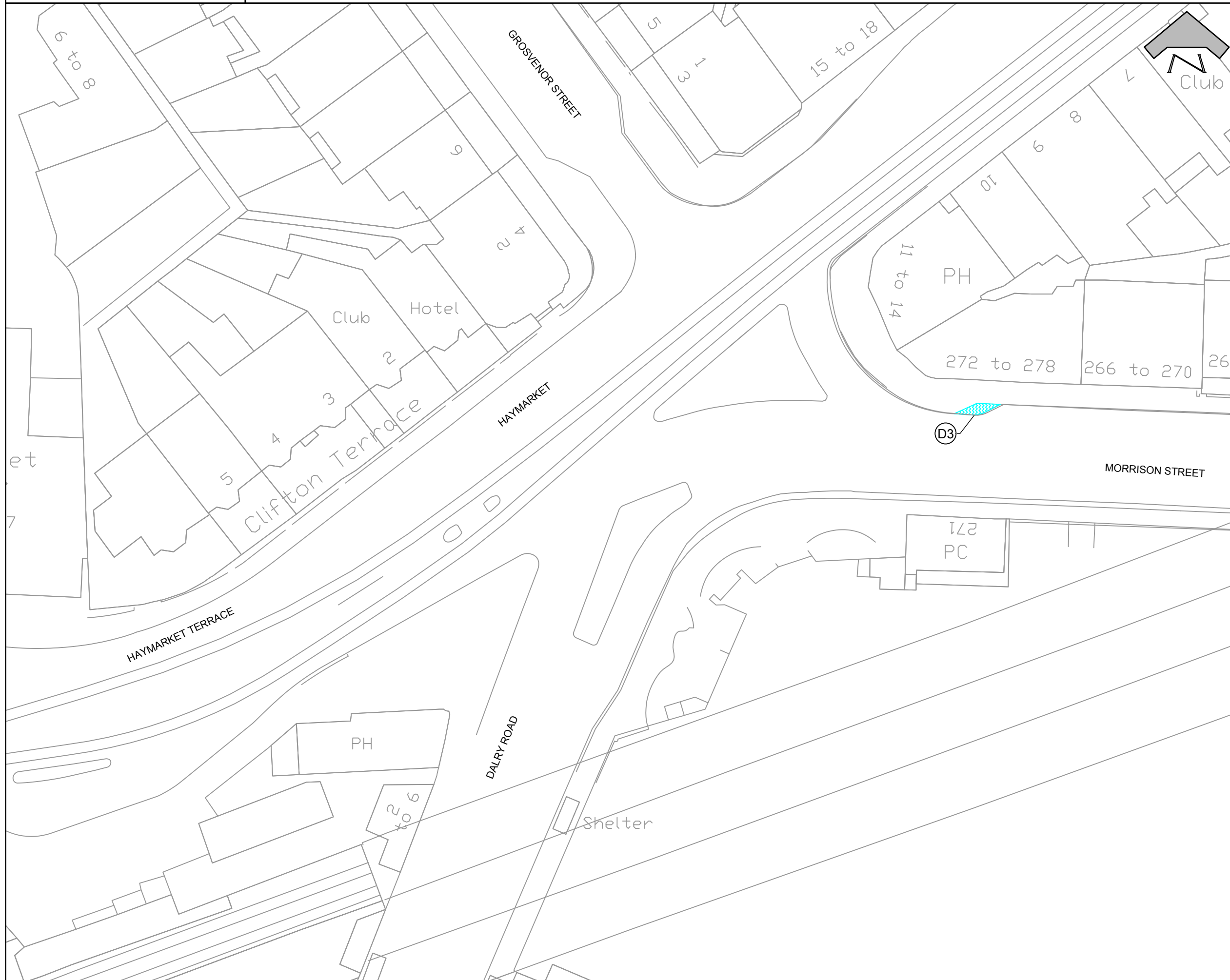
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CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 9 OF 10


Date: APR 2017	Job No.	Drawn by: JN
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NOTES:

KEY

 Existing footway redetermined as carriageway (D3)

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RE-DETERMINATION  
SECTION 1 - SHEET 10 OF 10

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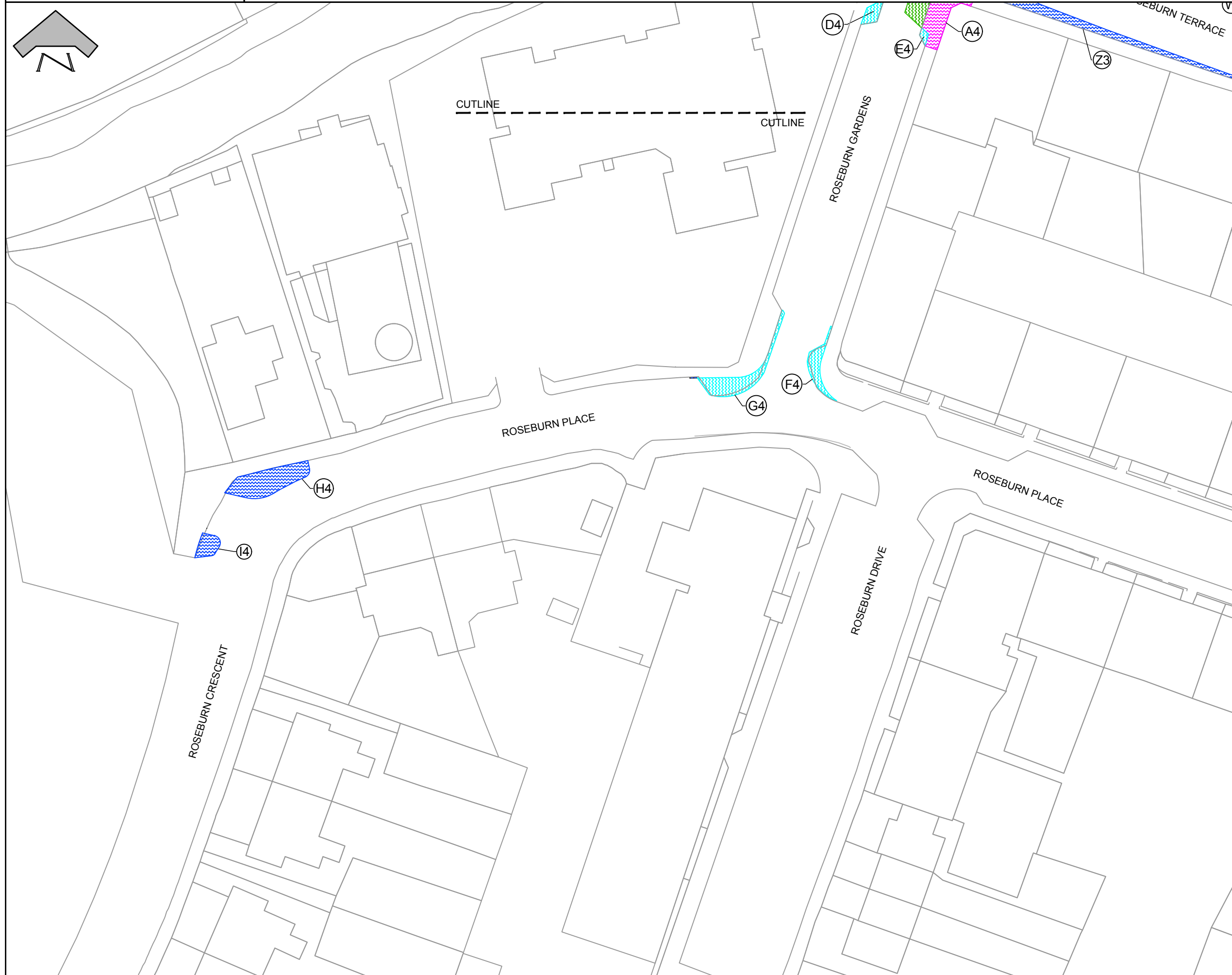
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### NOTES:

#### KEY

- Existing carriageway redetermined as footway (Z3, H4, I4)
- Existing footway redetermined as carriageway (D4, F4, G4)
- Existing carriageway redetermined as cycletrack (E4)
- Existing footway redetermined as cycletrack (A4)

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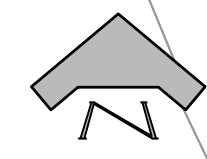
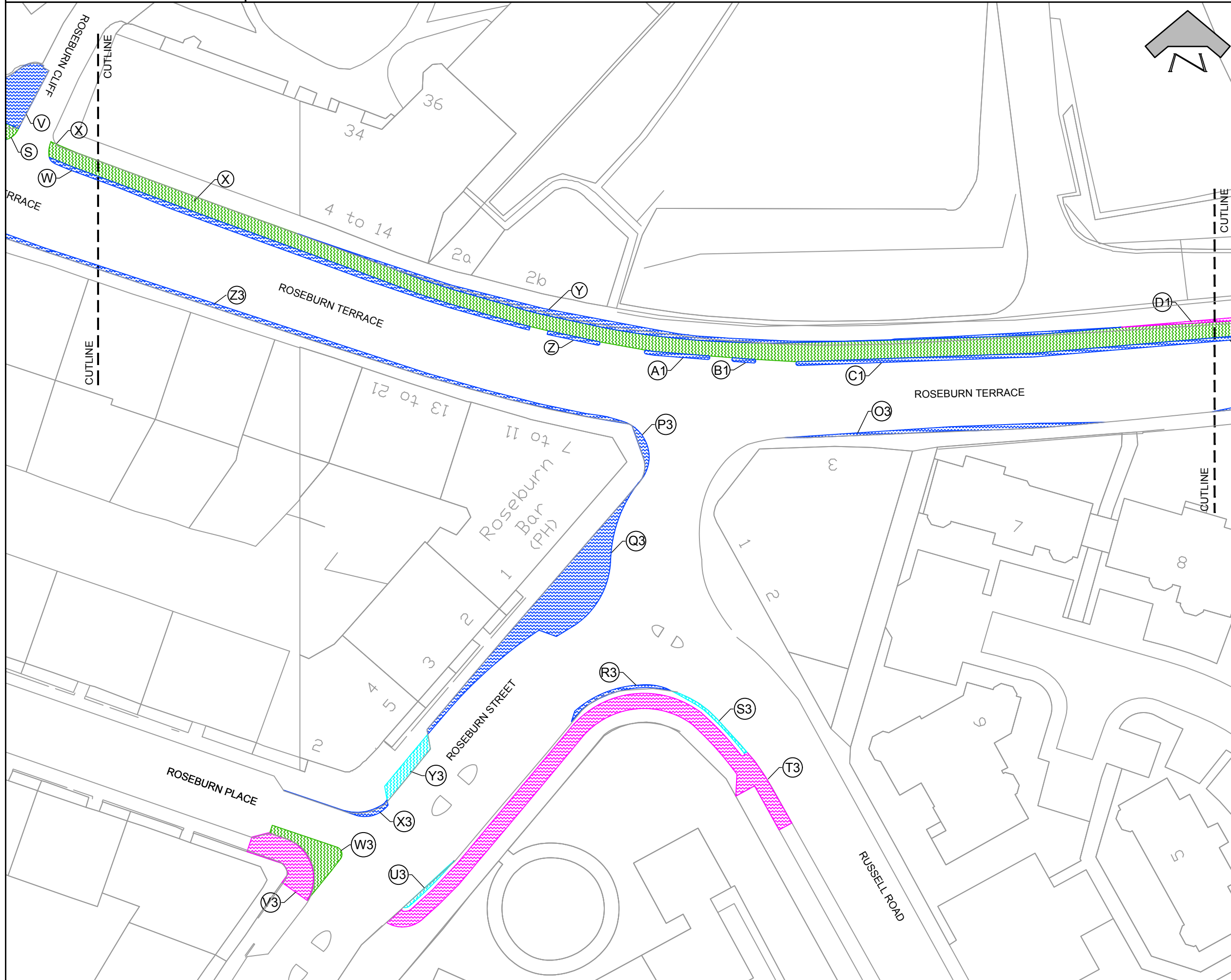
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## CITY CENTRE WEST TO EAST CYCLE LINK RE-DETERMINATION SECTION 1 - SHEET 2 OF 10

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- NOTES:**
- KEY**
-  Existing carriageway re-determined as footway (V, W, Y, Z, A1, B1, C1, O3, P3, Q3, R3, X3)
  -  Existing footway re-determined as carriageway (S3, Y3, U3)
  -  Existing carriageway re-determined as cycletrack (S, X, W3)
  -  Existing footway re-determined as cycletrack (D1, T3, V3)

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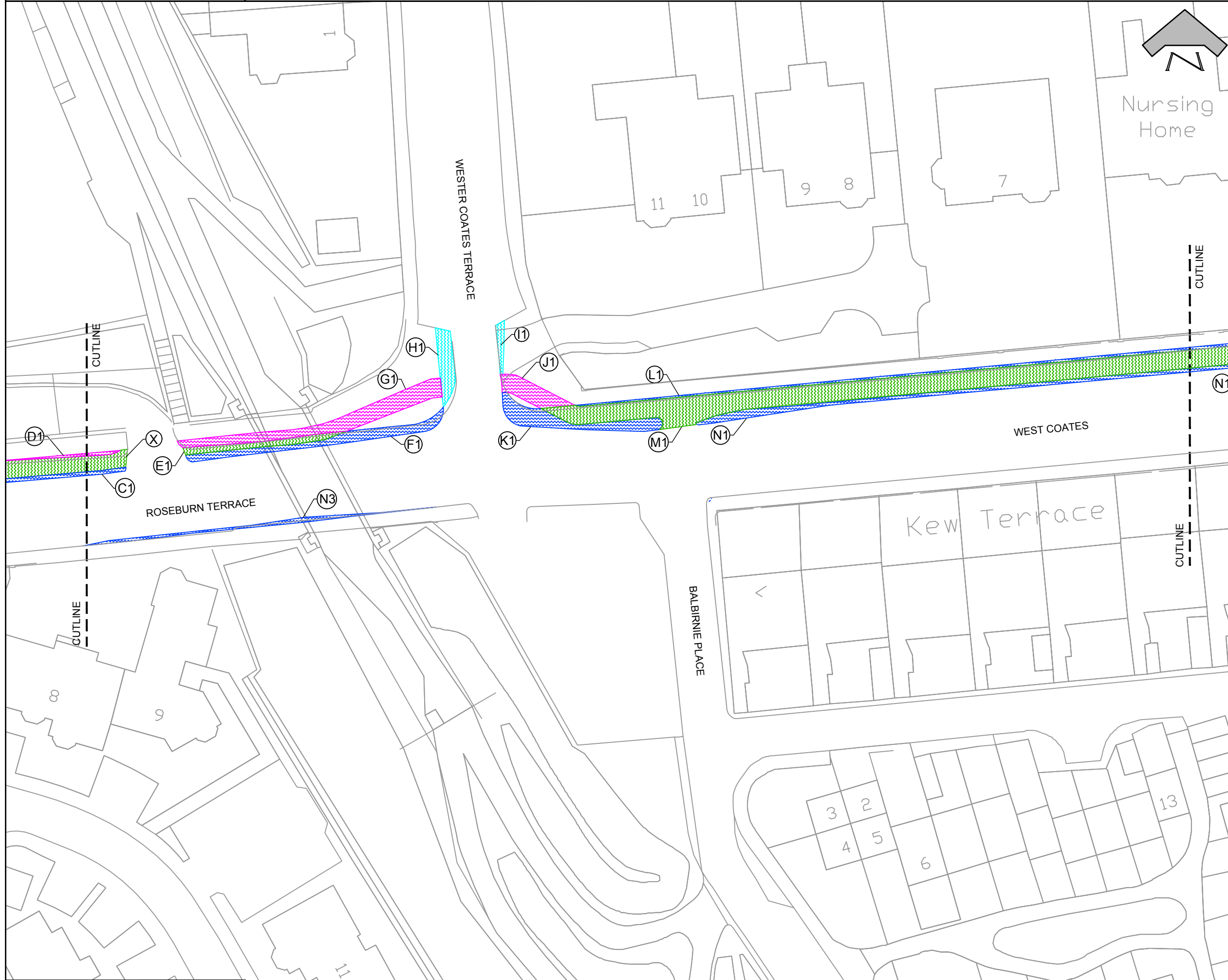
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**CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 3 OF 10**





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NOTES:

KEY

-  Existing carriageway re-determined as footway (C1, F1, K1, L1, N1, N3)
-  Existing footway re-determined as carriageway (H1, I1)
-  Existing carriageway re-determined as cycletrack (X, E1, M1)
-  Existing footway re-determined as cycletrack (D1, G1, J1)

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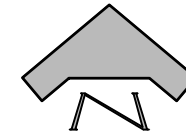
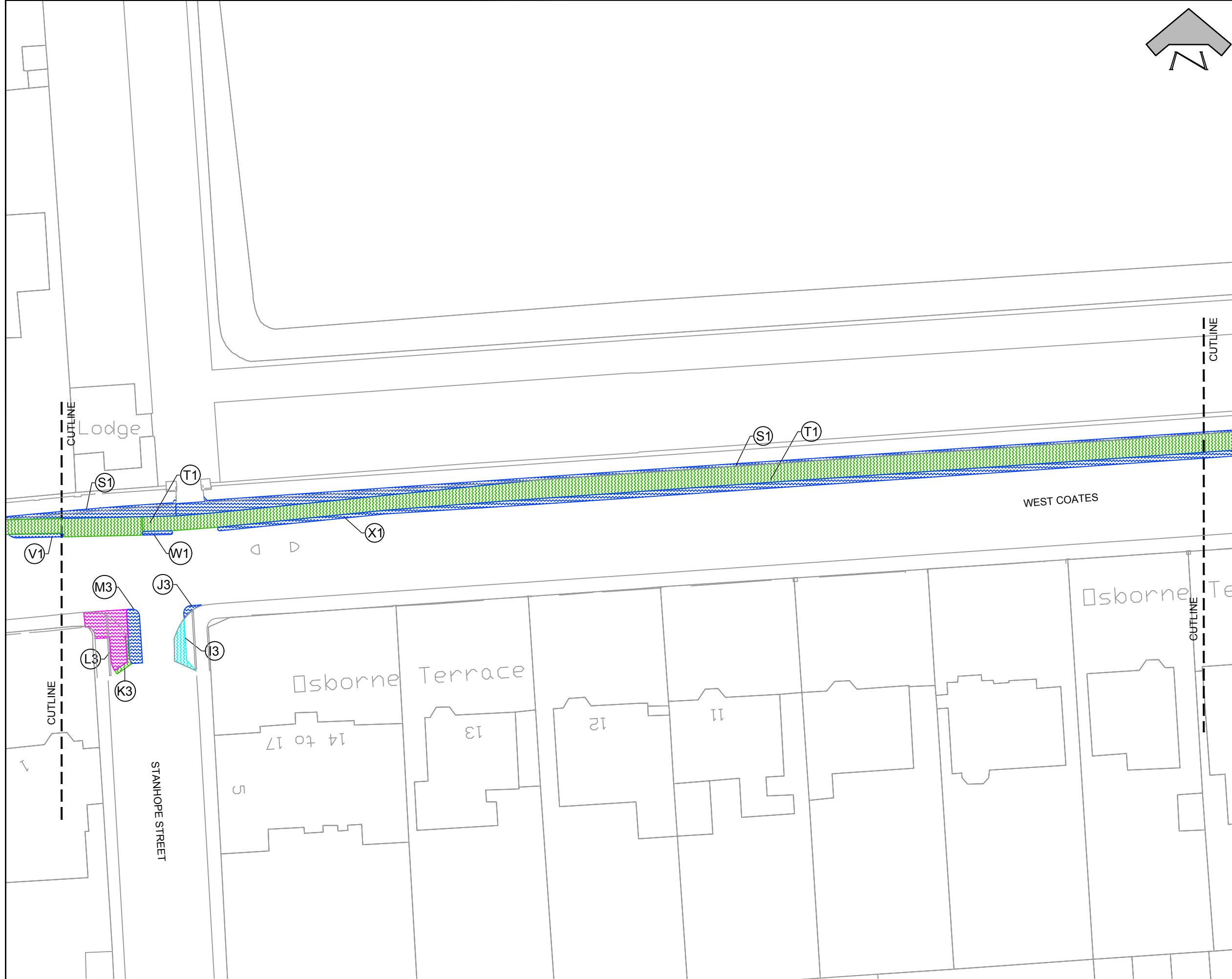
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 CYCLE LINK  
 RE-DETERMINATION  
 SECTION 1 - SHEET 4 OF 10**

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NOTES:

KEY

-  Existing carriageway redetermined as footway (S1, W1, X1, J3, M3)
-  Existing footway redetermined as carriageway (I3)
-  Existing carriageway redetermined as cycletrack (T1, K3)
-  Existing footway redetermined as cycletrack (L3)

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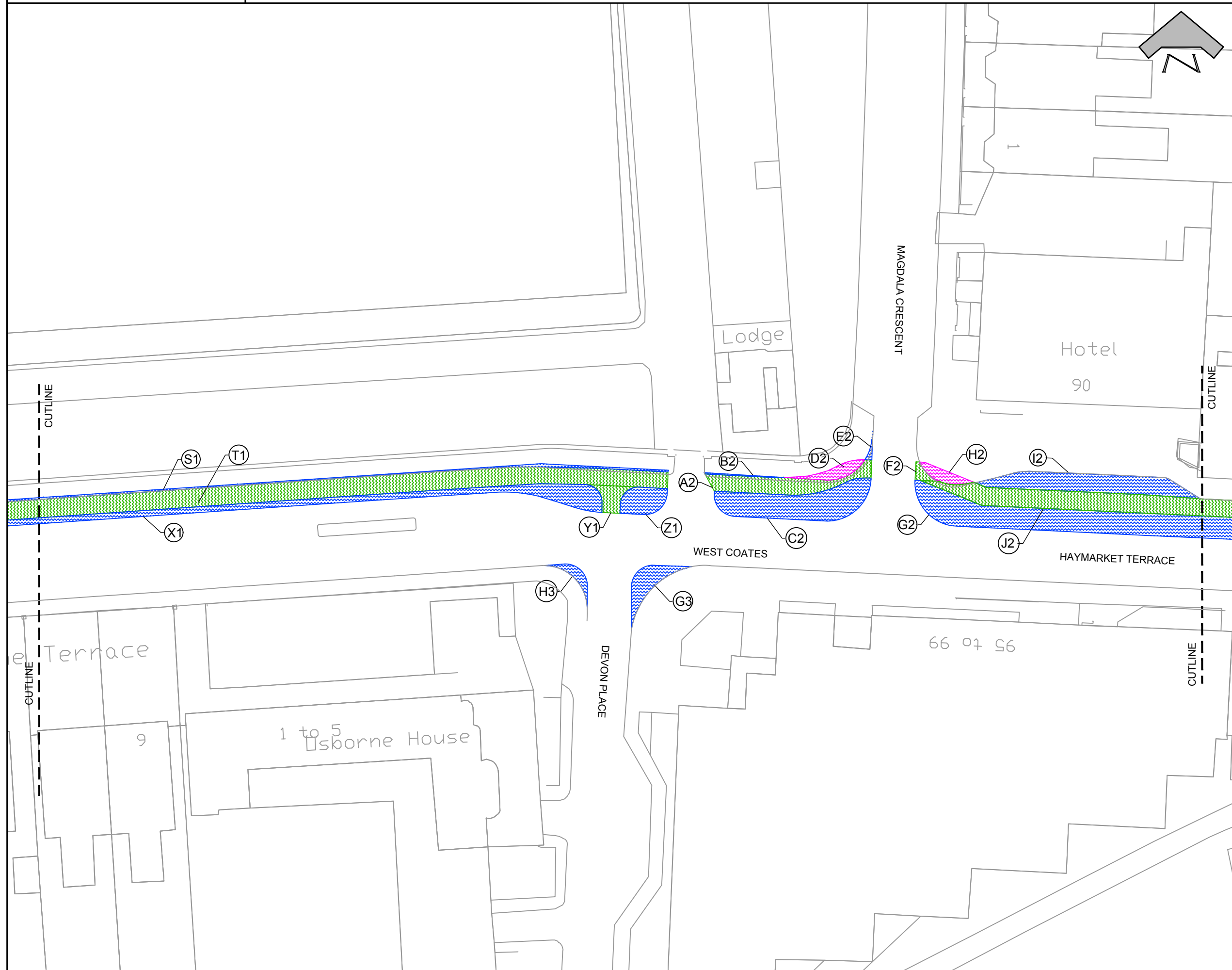
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 SECTION 1 - SHEET 6 OF 10

Date: APR 2017	Job No.	Drawn by: JN
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NOTES:

KEY

-  Existing carriageway redetermined as footway (S1, X1, Z1, B2, C2, E2, G2, I2, G3, H3)
-  Existing carriageway redetermined as cycletrack (T1, A2, F2, J2)
-  Existing footway redetermined as cycletrack (D2, H2)

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The City of Edinburgh Council  
Waverley Court  
4 East Market Street  
Edinburgh, EH8 8BG  
Telephone: 0131 200 2000

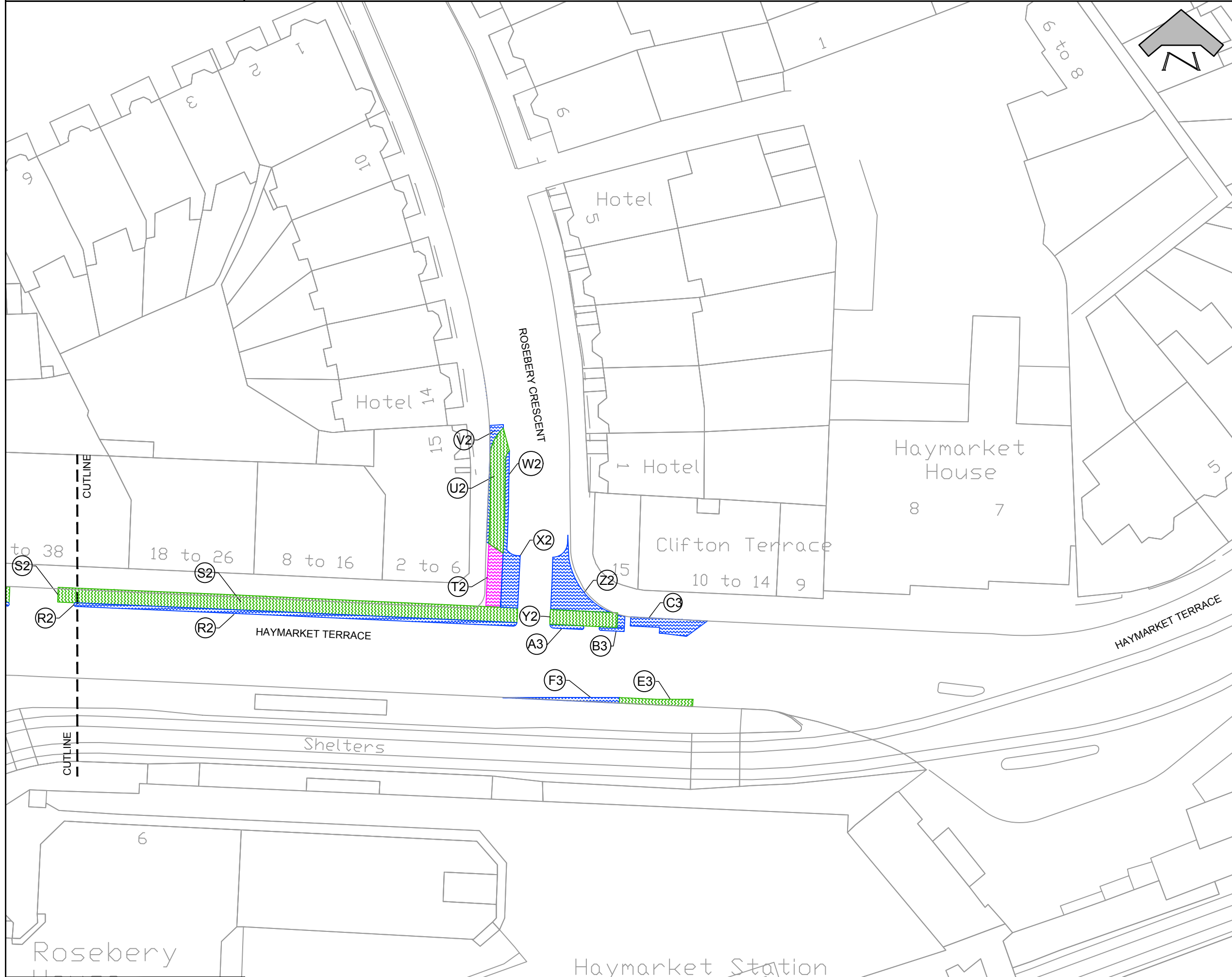
PLACE  
PLANNING AND TRANSPORT  
INFRASTRUCTURE  
TRANSPORT DESIGN & DELIVERY

CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 7 OF 10

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500	Checked by: WJP	Reviewed by: PM

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NOTES:

- KEY**
- Existing carriageway re-determined as footway (R2, V2, W2, X2, Z2, A3, B3, C3, F3)
  - Existing carriageway re-determined as cycletrack (S2, U2, Y2, E3)
  - Existing footway re-determined as cycletrack (T2)

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REV	DETAILS	BY	DATE	CHECK
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**• EDINBURGH •**  
THE CITY OF EDINBURGH COUNCIL

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PLACE  
PLANNING AND TRANSPORT  
INFRASTRUCTURE  
TRANSPORT DESIGN & DELIVERY

CITY CENTRE WEST TO EAST  
CYCLE LINK  
RE-DETERMINATION  
SECTION 1 - SHEET 9 OF 10

Date: APR 2017	Job No.	Drawn by: JN
Scale: 1:500		Checked by: WJP
		Reviewed by: PM

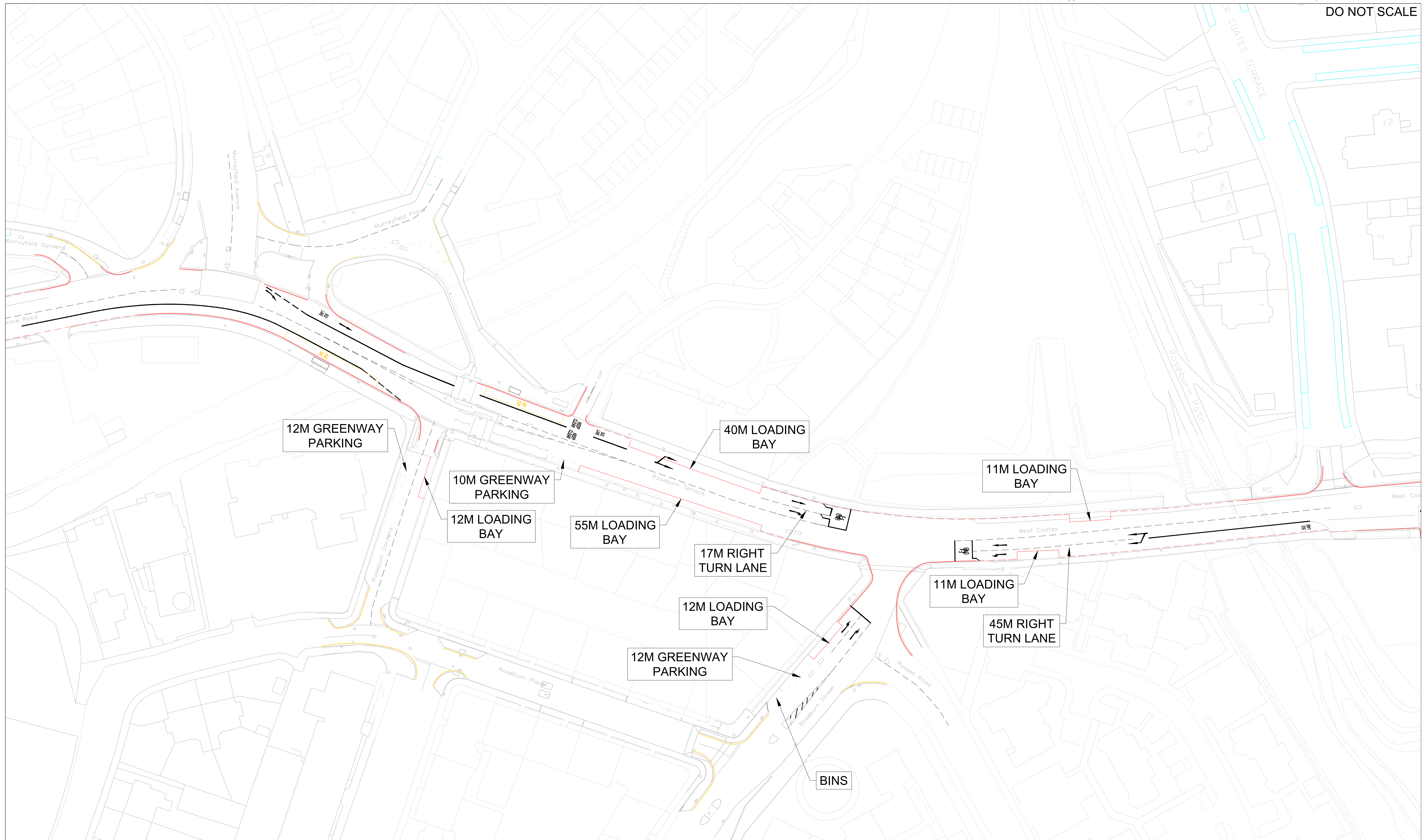
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Haymarket Station



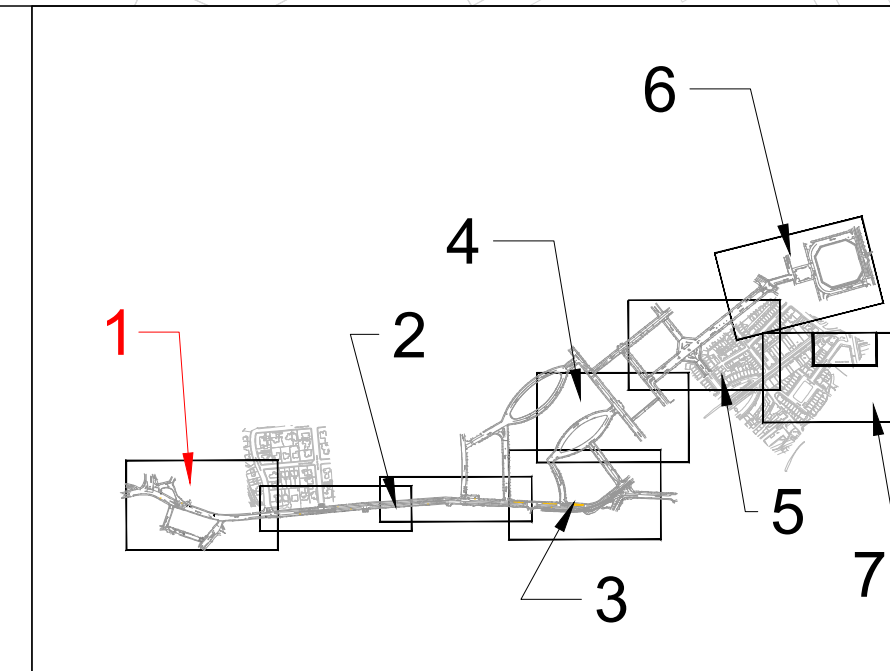


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Key

<b>Parking</b>		<b>Waiting and Loading</b>	
Public		Double Line	
Resident		Single Line	
Shared		<b>Greenway</b>	
Greenway		Double Line	
Motorcycle		Single Line	
City Car Club		<b>Transport Facilities</b>	
Disabled		Bus Stop	
<b>Loading</b>		Taxi Rank	
Loading			
Greenway			



Drawing Status

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Client

Project Title			
ROSEBURN TO LEITH WALK CYCLE LINKS			
Drawing Title			
Roseburn to George Street Existing Layout Sheet 1 of 1			
Scale	Design	Checked	Authorised
Original S	Date	Date	Date
Drawing Number	135105-100-0072		Revision
			A

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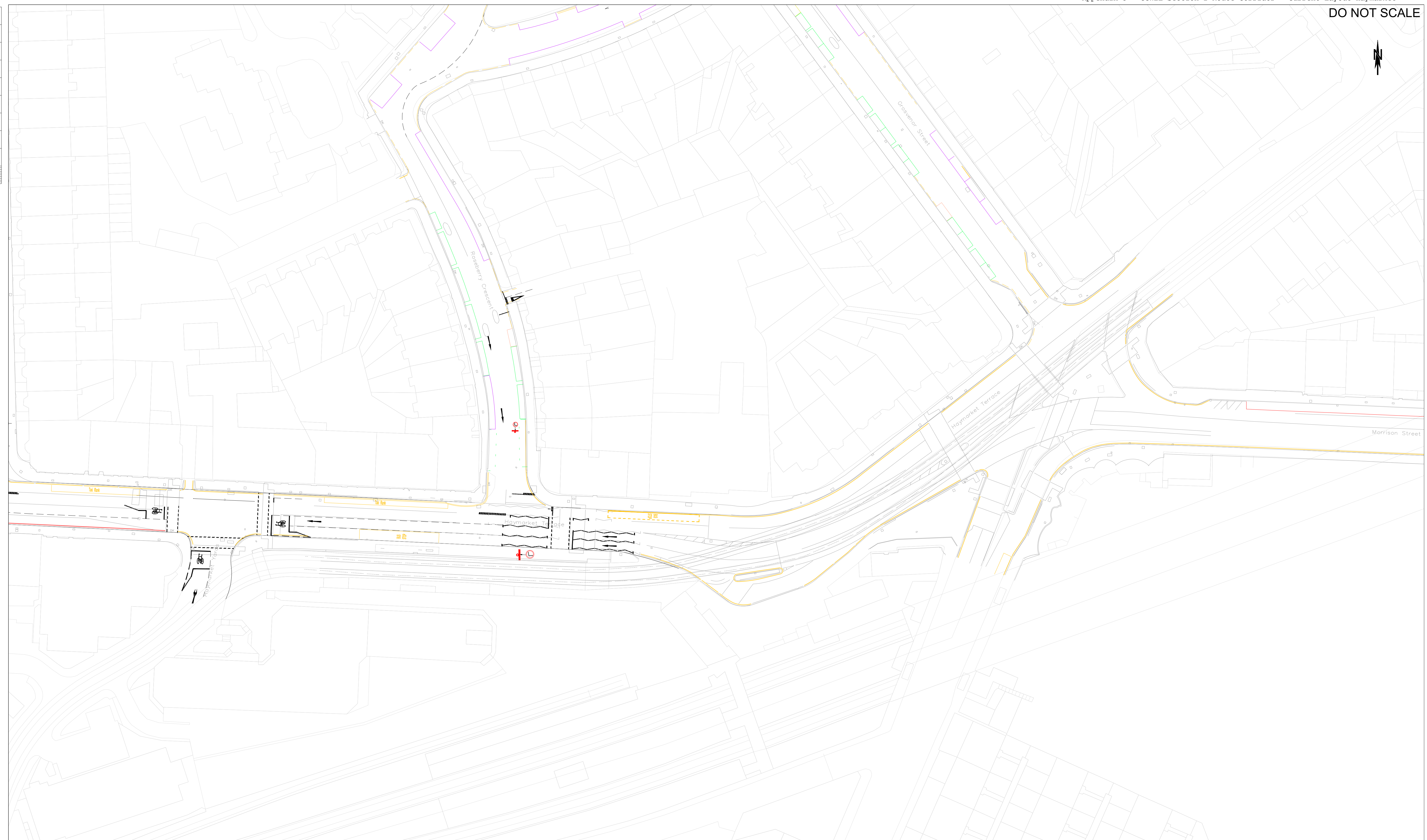
Appendix 8: Objections Summary Sheet

	Objection to Aspect of Redetermination Order												
	Road Narrowing Roseburn Terrace	Road Narrowing Murrayfield Avenue	Road Narrowing Roseburn Street	Road Narrowing West Coats	Road Narrowing Haymarket Terrace	Crossing Design	Bus Stop Design	Bus Bay Removal Haymarket Terrace	Stanhope St Toucan Crossing	Cycle Route Alignment	Roseburn Terrace Toucan Crossing	Roseburn Park Access Point	Haymarket Terrace Footpath Narrowing
<b>Total</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>1</b>
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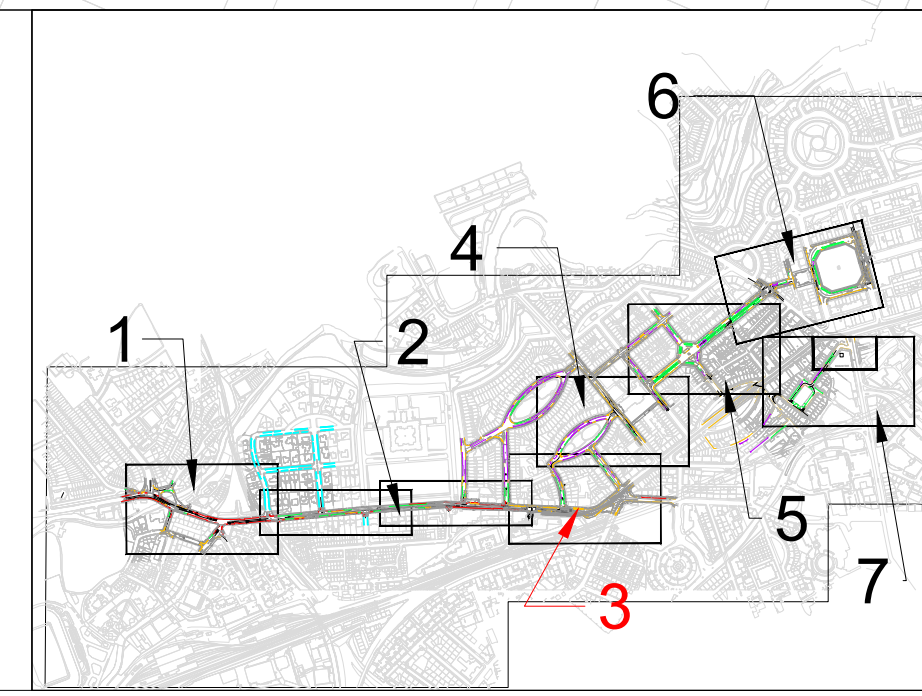
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**Key**

Parking	Waiting and Loading	Double Line
Public	Double Line	Single Line
Resident	Greenway Double Line	Greenway Single Line
Shared	Greenway Single Line	Transport facilities
Motorcycle	Bus Stop	Taxi Rank
City Car Club	Disabled	
Loading	Loading	
Greenway	Greenway	



Drawing Status: \_\_\_\_\_ Suitability: \_\_\_\_\_

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Project Title <b>CITY CENTRE WEST EAST CYCLE LINK AND STREET IMPROVEMENTS</b>			
Drawing Title <b>Roseburn to George Street Existing Layout</b>			
Sheet 2 of 7			
Scale	Design	Checked	Authorised
Original	Date	Date	Date
Drawing Number	Revision		
0135105-100-0074	A		

**DRAFT**





Appendix 8: Objections Summary Sheet

	Objection to Aspect of Redetermination Order												
	Road Narrowing Roseburn Terrace	Road Narrowing Murrayfield Avenue	Road Narrowing Roseburn Street	Road Narrowing West Coats	Road Narrowing Haymarket Terrace	Crossing Design	Bus Stop Design	Bus Bay Removal Haymarket Terrace	Stanhope St Toucan Crossing	Cycle Route Alignment	Roseburn Terrace Toucan Crossing	Roseburn Park Access Point	Haymarket Terrace Footpath Narrowing
<b>Total</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>1</b>
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## **CCWEL Section 1 TRO & RSO – Council Responses to Objections to Traffic Regulation Order**

### **Loading – Roseburn Terrace**

Under the proposals for the CCWEL project there will be a reduction in the amount of space available for Loading on Roseburn Terrace from space for up to 19 vehicles, to space for up to 10 vehicles. This will consist of a loading bay with space for up to five vehicles on the North Side, and space for up to five vehicles on the South side. In addition, the greenway parking spaces which are currently present on the South Side, adjacent to 'eat-n-joy' will be retained.

However, at present both loading areas, and the parking spaces, are only available for use during 'Off-Peak' hours (ie: Mon-Fri 9:30-4:00pm). Under the CCWEL proposals the loading and parking spaces on the South side of Roseburn Terrace will be available all day (ie: during Peak Times, as well as Off-Peak times).

Under the initial proposals for the CCWEL Project, the entire Loading bay on the North Side of Roseburn Terrace would have been removed. This was proposed to ease congestion by enabling eastbound traffic to move ahead unimpeded by the Right-Turn filter lane, which is currently a major cause of queuing in this area.

However, following consultation with local traders on Roseburn Terrace, both during the public consultation exercise on the overall plans, and during the Stakeholder Working Group which was established thereafter, it was agreed to include an off-peak Loading bay on the North side of Roseburn Terrace. This Loading bay is reduced in length compared to the current provision, both to provide space for the Segregated Cyclepath, and to allow for eastbound traffic to move past the Right-Turn filter lane on the approach to the junction with Roseburn Street. As such, the Council feels that this layout represents an option which best balances the needs of all users.

We are aware that there is current pressure on the amount of space for Loading on Roseburn Terrace, however it is evident that much of this pressure is the result of inappropriate use of Loading bays for parking, by visitors to the shops, and by shopkeepers themselves, limiting the availability of space for Loading. To address this issue the CCWEL project will introduce a significant number of short stay parking spaces in the surrounding vicinity on streets including Murrayfield Avenue, Murrayfield Place, Roseburn Street and Russel Road to ensure that visitors to the shops are able to find parking spaces without taking up space meant for Loading.

### **Loading – Haymarket Terrace**

Under the proposals for the CCWEL project there will be an increase in the amount of space available for Loading in Haymarket from space for up to 17 vehicles, to space for up to 22 vehicles. This will consist of a Loading bay with space for up to eight vehicles on the North Side of Haymarket Terrace, and a bay with space for up to five vehicles on the South side. Additional Loading bays will also be installed at the southern ends of Coates Gardens, and Roseberry Crescent.

At present Loading facilities on Haymarket Terrace are only available during 'Off-Peak' hours (ie: Mon-Fri 9:30-4:00pm). Under the CCWEL proposals all of the Loading areas in Haymarket will be available all day (ie: during Peak Times, as well as Off-Peak times).

Under the initial proposals for the CCWEL Project, the entire Loading Bay on the South side of Haymarket Terrace would have been removed. However, following consultation with local traders on Haymarket Terrace, both during the public consultation on the overall plans, and during the Stakeholder Working Group which was established thereafter, it was agreed to include an All-Day Loading Bay on the South side of Haymarket Terrace.

## Appendix 9: Council Responses to Representations

Given the above, the project will enhance the provision of Loading facilities for businesses located along Haymarket Terrace.

### Loading – Morrison Street

Under the proposals for the CCWEL project there will be a reduction in the size of the Loading bay on the North Side of Morrison Street. Under the original CCWEL proposals this would have been a reduction from a 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 advertised Traffic Regulation Order and have revised the designs. There will now be a 45m bay, with space for up to nine vehicles.

In addition it is important to note that the planning permission for the THE development on the South Side of Morrison Street includes the provision of a 30m Loading Bay, with space for around six vehicles.

The reduction in the size of the Loading Bay on the North Side of Morrison St is required to provide room for the relocated Taxi Rank from the North side of Haymarket Terrace. The Taxi Rank on Haymarket Terrace is being removed to make space for the CCWEL Cycle Track. The relocated taxi rank will be located in the layby in front of Haymarket Train Station on the South Side of Clifton Terrace, with a 'feeder' rank on the North Side of Morrison Street.

Under the initial proposals for the CCWEL Project, 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 public consultation exercise on the overall plans, and during the Stakeholder Working Group which was established thereafter, the current proposal was agreed. This significantly enhances the convenience of the taxi rank at Haymarket Station.

### Loading Murrayfield Place

Under the proposals for the CCWEL project there will be an increase in the amount of space reserved for Loading on Murrayfield Place from no spaces at present, to space for around two vehicles on the North Side of the street.

At present loading may be carried out from the Greenway parking bays on the south side of Murrayfield Place, however these are often full. Given the above, the CCWEL proposals represent an enhancement in the facilities for Roseburn businesses loading from Murrayfield Place.

### Parking – Roseburn

The CCWEL team are aware that the availability of parking in Roseburn, for local residents, business owners, and especially visitors to local shops is a key issue of concern for the local community. Though the project involves a reduction in the availability of Loading facilities on Roseburn Terrace itself, the two parking spaces currently on the South Side of Roseburn Terrace will be retained, and will be enhanced, so as to be available all day, rather than just at Off-Peak times.

In addition, we are significantly increasing the number of Short-Stay parking spaces available on surrounding streets, including Murrayfield Avenue, Murrayfield Place, Russel Road and Roseburn Street. Overall the CCWEL project will deliver 49 short stay parking spaces in the Roseburn Area, where at present there are only 12. The two parking spaces on the South Side of Roseburn Terrace will be 'Greenway' Parking, and will be available for stays up to 30 minutes. Meanwhile the remaining spaces will be available for stays of up to two hours. This should significantly benefit local businesses, by ensuring there is a good parking supply in the surrounding area.

## Appendix 9: Council Responses to Representations

Generally the short stay spaces are proposed for areas which are currently unrestricted parking. Local feedback suggests that much of the existing unrestricted parking is used as an unofficial 'Park and Ride', with people driving to Roseburn to then get the bus into town, thus avoiding the parking charges of the Controlled Parking Zone which begin at the Old Railway Bridge over West Coates. Our parking survey supports this, showing that a significant number of the cars parked on Russel Road and Roseburn Street are parked there for over 8 hours.

In response to feedback throughout the design process we have made various changes to the design proposals in relation to parking in Roseburn in the lead up to the TRO process. During the statutory consultation for the TRO we received further feedback and suggestions and based on these have made the following changes:

- **Roseburn Gardens:** We have reduced the length of the Cycle Track, at the junction of Roseburn Gardens and Roseburn Terrace, to ensure that there is as much remaining unrestricted parking space as possible.
- **Russel Road:** We have relocated the existing 'Car Club' bays from Russel Road, into the adjacent car park. The existing car-club bays will be re-designated as short stay.

We also received suggestions to make the parking on Murrayfield Place 1 hour, instead of 2 hours. We have decided not to make this change for two reasons. Firstly, many of the businesses on Roseburn Terrace have previously expressed a preference for 2 hour parking as some of them offer services which can take up to a full hour, eg: hairdressing, or beauty therapy. Second, there is less potential for confusion over different lengths of stay for different bays.

### Parking – West Coates

As part of the CCWEL project various changes to the kerb alignment, and parking bay restrictions are proposed along West Coates. This will result in a significant, but proportionate loss of parking bays on the A8.

At present there are approximately 104 Greenway Parking Bays along the A8 on West Coates. All of the spaces are available for up to 60 minutes, between 9:30 and 4:00pm, and are unavailable during peak times.

The CCWEL proposals will remove a significant number of these Greenway parking bays. This is necessary to provide space for the cycle track on the North Side. The initial proposals for the CCWEL were to reduce the number of parking spaces from 104, to 24. However, following representations we are proposing a change to the advertised TRO to increase the number of remaining Greenway parking bays slightly to 29.

In addition, the initial proposals for the CCWEL were to change the time restrictions on these parking bays, so they would only be available for 30 minutes maximum. However, following representations we have received, we are proposing a change to the advertised TRO to retain the existing time restriction (Mon-Fri 9:30-4:00pm, 60 minutes maximum, no return within 90 minutes) on the remaining 29 spaces.

A parking survey was carried out during the initiation of the CCWEL project. This survey found that on the day surveyed (mid-week) occupancy of these parking bays peaked at 51 vehicles (between 2pm and 3pm). Many of these vehicles were parked for over 4 hours, suggesting they may have been used by commuters.

## Appendix 9: Council Responses to Representations

There is significant capacity on the surrounding streets for any displaced vehicles from West Coates. All of the streets adjacent to West Coates fall within Parking Zone N5 and most of the parking available on these streets is Shared Parking Bays, which can be used by permit holders, or paying members of the public. This parking zone 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 (including West Coates), and during our parking survey at the busiest period (12:00-13:00) there were only 155 cars parked, including those parked on West Coates. As such, despite the significant reduction in the number of spaces proposed for this street, there is plentiful availability of Shared Parking Bays in the surrounding area.

### Parking – Haymarket and Roseberry Crescent

As part of Section 1 of the CCWEL project, it is proposed to remove four parking spaces on Roseberry Crescent. This includes two Pay & Display spaces, and two Permit Holder spaces. However, most of Roseberry Crescent falls within Section 2 of the CCWEL project, and under the designs for this section we will be increasing the number of parking places, which will help to make up for this loss.

The loss in parking is required to allow space for additional Loading capacity, and the installation of the cyclepath. However, as part of Section 2 we are investigating how we can increase parking provision on side streets throughout Zone 1, to make up for losses on key streets affected by the CCWEL.

### Prohibited Exit – Roseburn Gardens

The CCWEL designs seek to reduce the impact of through traffic on Roseburn Place, and Roseburn Gardens, which is caused by traffic from Russel Road avoiding the difficult right turn onto Roseburn Street. To achieve this the project proposals reverse the priority for the Russell Road, Roseburn Street Junction, and prohibit the exit from Roseburn Gardens to Roseburn Terrace.

This aspect of the designs has received significant support from the local community, including members of Murrayfield Community Council, who recognise that the level of traffic utilising Roseburn Place is inappropriate for the nature of the street.

### Prohibitions – Haymarket Area (Impact on Magdala Crescent)

There have been several objections to the proposed prohibited entry from Haymarket Terrace onto Coates Gardens and Roseberry Crescent due to concerns over the potential impact this change may have on Magdala Crescent.

In addition, several respondents have queried what will happen to Magdala Crescent when the current works on Haymarket Terrace area complete, and whether the CCWEL proposals include re-routing traffic from Haymarket Terrace onto Magdala Crescent.

Once the works associated with the Scottish Water sewer improvement are complete on Haymarket Terrace the traffic layout will return to how it was before the works began. All buses will be re-routed along Haymarket Terrace, along with all other general traffic, apart from any traffic which would normally have used Magdala Crescent.

The CCWEL proposals do not include any restrictions to traffic on Haymarket Terrace. Under the CCWEL proposals outlined in this statutory consultation Haymarket Terrace will remain the through route for general traffic, including buses and HGVs, heading towards the City Centre, as it was before the sewer works, and will be again after them.



## Appendix 9: Council Responses to Representations

The only change to traffic flows under the CCWEL proposals will be the closure (Northbound) of both Coates Gardens and Rosebery Crescent. This is not expected to result in significant increase in the amount of traffic on Magdala Crescent, however it is accepted that there may be some impact.

There have been a number of representations which have suggested additional changes to address this potential impact as part of the CCWEL designs. These will be discussed in turn below.

**Introduce a One-Way (Northbound) restriction on Magdala Crescent as far as it's junction with Eglinton Crescent.**

**Introduce a One-Way system around Eglinton and Glencairn Crescent, with Eglinton Crescent One-Way (Eastbound) between its Western, and Eastern junctions with Glencairn Crescent. And Glencairn Crescent One-Way (Westbound) across the same length.**

The introduction of One-Way restrictions cannot be taken forward by the Council without an additional Traffic Regulation Order, which would in turn require an additional Statutory Consultation. However, the Council is open to investigating what changes might be made to the traffic management arrangements on Magdala Crescent to mitigate the potential impact of prohibitions on Coates Gardens and Rosebery Crescent, and this may involve carrying out an additional TRO.

As such, the Council is proposing to carry out a consultation with the local community on these streets to develop a proposed solution, to be delivered as part of the CCWEL project. The exact detail of this solution will depend on input from the affected community of Magdala Crescent, and the other surrounding streets, however a solution involving One-Way arrangements at key locations is certainly not ruled out at this stage.

It is worth noting however that Lothian Buses may require use of Magdala Crescent as a diversionary route in the future, and any changes will need to be capable of catering for bus movements.

**Introduce a Zebra Crossing over Magdala Crescent at its junction with Haymarket Terrace.**

The Council is proposing to make a change to the designs to introduce a Parallel Crossing over Magdala Crescent at its junction with Haymarket Terrace. A 'Parallel Crossing' is effectively a Zebra Crossing, which is immediately adjacent to a Cycle Priority Crossing. The updated design can be seen on Page 8 of the attached plans.

**Introduce a Weight Restriction to Magdala Crescent.**

The council is not proposing to introduce a weight restriction on Magdala Crescent, as it will occasionally be necessary for large vehicles to use Magdala Crescent in order to access the Loading Bays at the South end of Coates Gardens.

### [Bus Lane – Corstorphine Road](#)

The specific section of Bus Lane which you refer to on Corstorphine Road, just before the left turn into Murrayfield Avenue has been added due to the increase in the length of the pavement here, associated with the removal of the Northbound Slip-Lane onto Murrayfield Avenue. As this section of kerbline will now be longer, there was a risk of vehicles queueing here and blocking bus flows. This section of bus-lane is to mitigate this risk.

## **CCWEL Section 1 TRO & RSO – Council Responses to Objections to Redetermination Order**

### **Parking – Roseburn (Road Narrowing Murrayfield Avenue & Roseburn Street; Roseburn Park Access Point)**

As part of the CCWEL project we are proposing to make several changes to the kerb alignment in Roseburn. This includes at Murrayfield Avenue and Roseburn Street and Roseburn Crescent.

At Murrayfield Avenue we are building out the pavement on the West Side of the junction. This is a critical improvement for pedestrians. At present, visibility coming round this corner is extremely poor, and many vehicles take the left turn from Corstorphine Road onto Murrayfield Avenue at relatively high speed. As such, we have received numerous complaints related to pedestrian safety at this junction, and many responders to our consultations have stressed the importance of improving pedestrian safety at this junction.

Though this build out results in a loss of several unrestricted parking bays, we have been able to provide a net increase in the number of parking spaces on Murrayfield Avenue. This has been achieved by moving the 'End-On' parking bays from the West, to the East side of the street, and extending the parking bay on the East side of the street further south towards the junction. As such, the number of parking spaces available to the general public on Murrayfield Avenue will go from 12 unrestricted spaces to 16 short stay (2 hours max) spaces as a result of the CCWEL project. There will be no impact on the Resident Priority Bays on this street.

At Roseburn Street we are building out the pavement in front of the Roseburn Bar, as part of the re-design of the Roseburn Street, Russell Road junction. However, this will not result in a loss of parking. At present there are two 'Greenway' parking bays, and two 'Greenway' loading bays on this side of Roseburn Street. Under our proposals the bay will be extended to the South, and there will be space for 2 Loading Spaces, and 2 Parking Spaces. In addition, these spaces are currently only available during Off-Peak periods. Under the CCWEL proposals the spaces will be available all day.

On Roseburn Crescent, at the junction with the path through Roseburn Park we are proposing to introduce build-outs. These build outs are proposed to stop cars parking at the access to the park and improve visibility. It has been brought to our attention that with the imminent construction of a play-park at the Eastern end of the Park there may be a requirement for emergency vehicle access at this point. As such it is of critical importance that emergency vehicles can always access the park here, and ensuring good visibility is vital. It should be noted that there are recorded incidences of Council employees (eg: park Ranger) being unable to gain access to the path due to the presence of parked vehicles.

The build outs will be retained in the design proposals for the reasons above, and to meet the original intention of improving convenience and safety for people on foot and on bikes.

### **Congestion – Roseburn Terrace (Road Narrowing Roseburn Terrace)**

Throughout the development of the CCWEL project, the impact of the proposals on congestion on the A8, especially at Roseburn, has been a key concern for the local community, and this is fully appreciated by the project team. As part of the Statutory Consultation for the Redetermination Order (RSO) a number of people have raised concerns regarding the narrowing of the A8 at this location to make space for the cycleway, on the grounds that this may exacerbate congestion.

The design proposals have been extensively modelled, with a focus on the West-East movement on the A8. This exercise assumed that the current levels of traffic seen on this corridor would be retained, though in reality it is likely that they will reduce over time for three reasons:

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1. The project is likely to encourage modal shift. This project will establish a safe and direct cycle route to and through the city centre. This type of infrastructure would be expected to encourage greater uptake of cycling for utility journeys in the city, and thus reduce the number of vehicles required to make similar journeys.
2. These changes will likely result in some re-routing. Generally some road users will re-route when changes such as these are made. For this project people may choose to divert onto the Western Approach Road, Gorgie Road, or Ravelston Dykes, depending on their destination, however the impact on any of these three corridors will be shared, and thus limited.
3. Car use is reducing throughout Edinburgh. The 2011 census showed that the number of people who own cars in the city is actually falling. This is in line with findings from across the rest of the UK, as young people are now beginning to drive later, and then driving less, especially in dense urban areas.

Given the above, the modelling exercise which has been carried out can be seen as a 'Worst-Case' scenario, rather than the most likely outcome.

This modelling has suggested that the project will result in no significant increases in journey times by car making the West East movement along the A8. Any increases in journey time that are experienced will be minor, in the order of one or two additional minutes on a journey between Balgreen Road and Magdala Crescent. In addition this exercise suggested only modest increases in queue lengths on the A8 corridor. Given that this can be taken as a 'Worst-Case' scenario, there is no evidence to support the concern that these proposals will significantly worsen congestion on the A8.

### Congestion – Murrayfield Avenue (Road Narrowing Murrayfield Avenue)

At Murrayfield Avenue we are building out the pavement on the both sides of the junction to remove the slip road from the West, and the slip road from Murrayfield Place, rationalising the junction into a more standard configuration. We have received numerous complaints related to pedestrian safety at this junction and the proposals are intended to significantly improve conditions for people on foot.

At present pedestrians waiting to cross the road on the West side of the junction have very limited visibility to the West, and the junction radius enables vehicles to take this turn at relatively high speed. Removing this slip road and extending the pavement will dramatically improve sightlines, and reduce vehicle speed while making this manoeuvre.

When crossing Murrayfield Place at present pedestrians must negotiate three sections of carriageway, one of which has a central refuge, under the proposals this will be reduced to one section of carriageway, with a large central refuge. In addition we have received many reports of motorists turning right from Roseburn Terrace onto Murrayfield Avenue on the wrong side of the road, before turning into Murrayfield Place. The alignment proposed as part of this project will make it much clearer how the junction is supposed to be negotiated.

Finally, by removing the two cut-throughs on either side of this junction, we have been able to dramatically increase the amount of space available for pedestrian activity. The Council has carried out an extended period of community engagement in Roseburn to develop transformative designs for this additional pedestrian space. You can find more information about 'Rejuvenating Roseburn' here: [www.edinburgh.gov.uk/rejuvenatingroseburn](http://www.edinburgh.gov.uk/rejuvenatingroseburn)

When making decisions relating to the layout of roads and pavements, there will always be various costs and benefits for any option. The proposals outlined in TRO 17/91 and RSO 18/05 represent

enormous benefits for people travelling by foot and by bike. These are considered to outweigh the costs which may materialise for people choosing to travel by car.

Furthermore, it is likely that, once the project is in place, there will be a reduction in the number of vehicles making these movements, due to the easy availability of a high quality cycle route to and through the City Centre, where many of the journeys' currently done by car will terminate, or originate.

### Congestion – West Coates (Road Narrowing West Coates)

Throughout the development of the CCWEL project, the impact of the proposals on congestion on the A8, has been a key concern for the local community, and this is fully appreciated by the project team. As part of the Statutory Consultation for the Redetermination Order (RSO) a number of people have raised concerns regarding the narrowing of the A8 to make space for the cycleway, on the grounds that this may exacerbate congestion.

1. The project is likely to encourage modal shift. This project will establish a safe and direct cycle route to and through the city centre. This type of infrastructure would be expected to encourage greater uptake of cycling for utility journeys in the city, and thus reduce the number of vehicles required to make similar journeys.
2. These changes will likely result in some re-routing. Generally some road users will re-route when changes such as these are made. For this project people may choose to divert onto the Western Approach Road, Gorgie Road, or Ravelston Dykes, depending on their destination, however the impact on any of these three corridors will be shared, and thus limited.
3. Car use is reducing throughout Edinburgh. The 2011 census showed that the number of people who own cars in the city is actually falling. This is in line with findings from across the rest of the UK, as young people are now beginning to drive later, and then driving less, especially in dense urban areas.

Given the above, the modelling exercise which has been carried out can be seen as a 'Worst-Case' scenario, rather than the most likely outcome, as such the additional impact of the Donaldson's Development is anticipated to fit within this model.

This modelling has suggested that the project will result in no significant increases in journey times by car making the West East movement along the A8. Any increases in journey time that are experienced will be minor, in the order of one or two additional minutes on a journey between Balgreen Road and Magdala Crescent. In addition this exercise suggested only modest increases in queue lengths on the A8 corridor. Given that this can be taken as a 'Worst-Case' scenario, there is no evidence to support the concern that these proposals will significantly worsen congestion on the A8.

### Congestion – General (Road Narrowing – All)

Throughout the development of the CCWEL project, the impact of the proposals on congestion on the A8, has been a key concern for the local community, and this is fully appreciated by the project team. As part of the Statutory Consultation for the Redetermination Order (RSO) a number of people have raised concerns regarding the narrowing of the A8 to make space for the cycleway, on the grounds that this may exacerbate congestion.

1. The project is likely to encourage modal shift. This project will establish a safe and direct cycle route to and through the city centre. This type of infrastructure would be expected to encourage greater uptake of cycling for utility journeys in the city, and thus reduce the number of vehicles required to make similar journeys.

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2. These changes will likely result in some re-routing. Generally some road users will re-route when changes such as these are made. For this project people may choose to divert onto the Western Approach Road, Gorgie Road, or Ravelston Dykes, depending on their destination, however the impact on any of these three corridors will be shared, and thus limited.
3. Car use is reducing throughout Edinburgh. The 2011 census showed that the number of people who own cars in the city is actually falling. This is in line with findings from across the rest of the UK, as young people are now beginning to drive later, and then driving less, especially in dense urban areas.

Given the above, the modelling exercise which has been carried out can be seen as a 'Worst-Case' scenario, rather than the most likely outcome.

This modelling has suggested that the project will result in no significant increases in journey times by car making the West East movement along the A8. Any increases in journey time that are experienced will be minor, in the order of one or two additional minutes on a journey between Balgreen Road and Magdala Crescent. In addition this exercise suggested only modest increases in queue lengths on the A8 corridor. Given that this can be taken as a 'Worst-Case' scenario, there is no evidence to support the concern that these proposals will significantly worsen congestion on the A8.

### Crossing Design

All crossings over side roads have been designed to provide priority over traffic for people travelling by foot and by bike. At some locations (eg: Wester Coates Road, Magdala Crescent) this requires an indent to the cycleway to provide enough room for a turning vehicle to pull off the main road, but still give way to someone on a bike. At some locations however, there is not enough for this design, and this has necessitated prohibiting some movements (eg: Coates Gardens).

This design is in line with citywide and national design guidance for cycle routes, and is consistent with how similar cycleways have been designed and built in other parts of the country.

### Bus Stop Bypass Design

There are two locations along the project corridor where the segregated cycle track passes behind a Bus Stop. One is on West Coates adjacent to the Dunstane Hotel, the other is on Haymarket Terrace adjacent to the Apex Haymarket Hotel.

People on bikes are at a far higher risk when interacting with buses and traffic at bus stops if they are cycling on the road. This is due to buses limited visibility, and the need to pull out into traffic to overtake a stopped bus. To avoid this issue when building segregated cycle tracks it is common to build a 'Bus Stop Bypass', or 'Floating Bus Stop'.

### Bus Stops – West Coates (Bus Bay Removal – Haymarket Terrace)

Throughout the development of the CCWEL project, the overall impact on bus users, and Public Transport throughout the corridor has been a key concern for the design team. As part of the statutory consultations for the TRO and RSO some concerns have been raised regarding the fact that several of the bus stops along the route will be located in the main running lane, meaning there will not be room to overtake a stopped bus, without entering the oncoming lane.

Along the project route there are nine bus stops. Of these nine, three will be located in the main running lane. Two of these will be on the South (Westbound) side of West Coates. The first will be located just to the West of Stanhope Street, and the second just to the West of Devon Place. The



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third bus stop with this arrangement will be on the North (Eastbound) side of Haymarket Terrace, adjacent to the Apex Haymarket Hotel.

It is important to note that all three of these bus stops are primarily used by passengers getting off the bus, rather than getting on the bus, and as such stopping times tend to be short. In addition, the two bus stops on the South side of West Coates – though very valuable for the local community – are lightly used, so many buses will not stop here at all.

In addition, this layout is not uncommon throughout Edinburgh. There are many roads where vehicles must cross into the oncoming lane to pass a stopped bus. Examples of such layouts on busy streets include Morrison Street, adjacent to the Edinburgh International Conference Centre, and Fountainbridge, adjacent to Edinburgh Quay.

economy will be included in the comprehensive monitoring of this project.

### Stanhope Street Toucan Crossing

It is important that it is possible to access the segregated cycletrack easily from the surrounding residential streets, especially for people who may be less confident cycling, including older and younger users. This is especially so on West Coates, which is a busy and at times intimidating road to cross by bicycle. To ensure that users from the residential area to the South of Donaldson's are able to access the cycle track easily, we have introduced a toucan crossing over West Coates just to the West of the junction with Stanhope Street. This is a crossing which can be used by people on foot and by bike. They are quite common throughout the city, and will be introduced at various points along this project.

There have been suggestions that this should be removed from the designs as the residents of this area tend not to cycle, and are resistant to sharing the crossing with people on bikes. However, we are not proposing to alter the design at this point. The residential area to the South of Donaldson's is home to many households which include children, and elderly individuals. These are precisely the households who stand to benefit most from cycling infrastructure which is protected from traffic.

### Other Cycle Route Options (Cycle Route Alignment)

During the development of this project a number of alternative route alignments were considered, this included routing the cycletrack along Roseburn Place instead of Roseburn Terrace, or along Magdala Crescent instead of Haymarket Terrace. The existing NCN1 route is not seen as an option for a major cycle route, as it is prohibitively narrow in places, and much less direct. It also does not provide access to the shops on Roseburn Terrace.

The alternative route along Magdala Crescent was ruled out during the initial project feasibility as it is too steep, and too indirect. It also does not provide access to Haymarket Station, which is an important transport interchange.

During the public consultation which took place in 2015 a number of respondents suggested re-aligning the route along Roseburn Place, instead of Roseburn Terrace, before joining Roseburn Terrace again adjacent to the Tesco Express and continuing along West Coates. This was referred to as Option B.

During 2016 a Stakeholder Working Group was set up to develop an agreed design from all stakeholders. Representatives from the Roseburn and Haymarket businesses, as well as Murrayfield and West End Community Councils were represented on this Stakeholder Working Group. This process resulted in several changes to the proposed design, before an agreed options was

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developed. Based on this process In December 2016 it was agreed that the route should progress to Detailed Design, including the section along Roseburn Terrace as this was more direct, involved less road crossings, and provided access to the local shops.

### [Pedestrian Impact \(inc. Roseburn Terrace Toucan Crossing\)](#)

The CCWEL project will make significant improvements to the Pedestrian Environment throughout the project corridor. The project will introduce additional crossing points, improve existing crossings, provide wider pavements and a higher quality public realm with a focus on key areas in Roseburn and Haymarket.

Some concerns have been raised regarding the interaction between people on bikes and people on foot. The cycle path itself will be separated from the pavement by a kerb, and will be a different height from the footpath along most of its length. People on bikes will share space with people on foot at some crossings points, including at the top of Roseburn Gardens, however this is a common arrangement throughout the city, and the designs have been developed to encourage all users to be considerate, and to prioritise pedestrians.

The design team met with pedestrian campaigning organisation Living Streets during Autumn last year to talk through the detailed design proposals, and Living Street agreed that they represented a significant net improvement for pedestrians in the area.

### [Footpath Narrowing – Haymarket Terrace](#)

Under the CCWEL plans the footpath on the North side of Haymarket will be slightly narrowed. Haymarket Terrace is an important transport interchange between rail, tram, bus, taxi, as well as people on bikes and on foot. However there is only a limited amount of space between the tram stop on the South of the Street, and the building line on the North.

The number of buses going through this section is very high, and some of the buses, especially the Citylink buses, are extremely long, requiring significant manoeuvring space. This means that a minimum width of 3x 3.25m lanes is required on Haymarket Terrace adjacent to the Tram stop.

In order to achieve this, alongside a segregated cyclepath, it is unfortunately necessary to slightly reduce the width of the footpath. However it should be noted that the cyclepath will provide an additional 2.5m buffer between pedestrians and moving vehicles, and the proposals do include 'decluttering' the pavement of redundant signage poles etc, which will provide additional effective width for people on foot.

## **Other Responses to Points Raised which are not specific objections to aspects of the TRO or RSO**

### **Bus Stop – Roseburn Terrace**

There are a number of problems with the current Bus Stop location on the North side of Roseburn Terrace that this project will address.

Firstly, the current location of the Bus Shelter is at a pinch point, on a busy pavement, which impacts on the pedestrian experience for local residents and visitors to the shops on Roseburn Terrace. The new location is on a much quieter section of pavement, and the pavement will be widened to accommodate the shelter.

The existing location of the Bus Shelter also causes a significant visibility issue for people attempting to leave Roseburn Cliff by car. The Bus Shelter blocks their view of Eastbound traffic until just before they join the A8. The proposed location will not cause visibility issues for any other road users.

The existing location is also just downstream of an important pedestrian crossing. This means that queuing buses regularly block the crossing, which impedes pedestrians crossing the road. The proposed location will have significantly greater upstream stacking length, before impacting on any other users.

Concerns have been raised that there is limited shelter from the elements at the proposed location, however it is important to note that there will be a bus shelter installed here under the proposals, and that bus services are very regular at this stop, so it is unlikely that people will be required to wait for extended periods at this location.

Concerns have also been raised regarding the impact of queueing buses on the Junction with Murrayfield Avenue. There is space under the new proposals for three buses to stack, before the junction, and there is a yellow box over the junction mouth. It is only occasional that four buses stack at this point, and when this does occur the yellow box should ensure that the junction is kept clear.

For the reasons above, the proposed bus stop location is seen as an improvement on the existing.

### **Bus Stops – West Coates**

Throughout the development of the CCWEL project, the overall impact on bus users, and Public Transport throughout the corridor has been a key concern for the design team. As part of the statutory consultations for the TRO and RSO some concerns have been raised regarding the fact that several of the bus stops along the route will be located in the main running lane, meaning there will not be room to overtake a stopped bus, without entering the oncoming lane.

Along the project route there are nine bus stops. Of these nine, three will be located in the main running lane. Two of these will be on the South (Westbound) side of West Coates. The first will be located just to the West of Stanhope Street, and the second just to the West of Devon Place. The third bus stop with this arrangement will be on the North (Eastbound) side of Haymarket Terrace, adjacent to the Apex Haymarket Hotel.

It is important to note that all three of these bus stops are primarily used by passengers getting off the bus, rather than getting on the bus, and as such stopping times tend to be short. In addition, the two bus stops on the South side of West Coates – though very valuable for the local community – are lightly used, so many buses will not stop here at all.

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In addition, this layout is not uncommon throughout Edinburgh. There are many roads where vehicles must cross into the oncoming lane to pass a stopped bus. Examples of such layouts on busy streets include Morrison Street, adjacent to the Edinburgh International Conference Centre, and Fountainbridge, adjacent to Edinburgh Quay.

### Bus Lanes – General

The changes to bus lanes which are proposed as part of this project have been discussed extensively with Lothian Buses who have confirmed that they are happy with the designs. The designs have prioritised bus lane provision on the approach to key junctions, as such there is a Westbound bus lane on the approach to the Roseburn Terrace/ Roseburn Street junction, and an Eastbound bus lane on the approach to Haymarket terrace.

The short section of Bus Lane on Roseburn Terrace has been removed, however it is unfortunately the case that the Loading Bay on the North Side of Roseburn Terrace is frequently used illegally during Peak Times, meaning that this Bus Lane is often ineffective at present anyway.

The design proposals have been extensively modelled, with a focus on the West-East movement on the A8, with journey times by bus being seen as a key priority. This exercise assumed that the current levels of traffic seen on this corridor would be retained, though in reality it is likely that they will reduce over time for three reasons:

1. The project is likely to encourage modal shift. This project will establish a safe and direct cycle route to and through the city centre. This type of infrastructure would be expected to encourage greater uptake of cycling for utility journeys in the city, and thus reduce the number of vehicles required to make similar journeys.
2. These changes will likely result in some re-routing. Generally some road users will re-route when changes such as these are made. For this project people may choose to divert onto the Western Approach Road, Gorgie Road, or Ravelston Dykes, depending on their destination, however the impact on any of these three corridors will be shared, and thus limited.
3. Car use is reducing throughout Edinburgh. The 2011 census showed that the number of people who own cars in the city is actually falling. This is in line with findings from across the rest of the UK, as young people are now beginning to drive later, and then driving less, especially in dense urban areas.

Given the above, the modelling exercise which has been carried out can be seen as a 'Worst-Case' scenario, rather than the most likely outcome.

This modelling exercise suggested that there would be limited impact on the Eastbound journey times for buses during the morning peak. In fact the proposals may even improve journey times by bus between Balgreen Road and Magdala Crescent by around 30 seconds during this time period.

The impact on Westbound bus journey times is also minimal, with a potential increase in journey times of around one minute during the morning peak for a journey between Magdala Crescent and Balgreen Road.

During the afternoon peak the modelling suggested a slight increase in journey times in both directions. This is in the order of around one minute for Westbound journeys, but only around 10 seconds for Eastbound journeys.

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As such, the overall impact of the proposals on public transport is minimal, and given that these predictions are likely to be 'worst-case' scenario, it is entirely possible that there will be no overall impact, or even a positive impact on public transport journeys through this corridor.

### Segregation Design

The width of the separation strip between the cycle track and the carriageway conforms to the Edinburgh Street Design Guide requirements for segregated cycle routes which stipulate 500mm as the minimum width for such a feature where it is used for a two-way cycleway adjacent to a road used by buses and HGVs. This separation strip, or buffer, is not designed as a waiting area for people crossing the road, and it is not anticipated that people will wait here with buggies or other such items.

As part of the project proposals we are making significant improvements to the ability to cross West Coates, and other main roads along the route. We are doing this by introducing additional uncontrolled, and traffic-light controlled crossings, and by making all of the traffic light controlled crossings single stage, meaning people on foot will be able to cross the road in one movement. As such, for people with buggies, or disabled road users, it will be significantly easier to cross the road following implementation of the scheme than it is now.

### Roseburn Street/ Russell Road Traffic Lights

The CCWEL designs seek to reduce the impact of through traffic on Roseburn Place, and Roseburn Gardens, which is caused by traffic from Russell Road avoiding the difficult right turn onto Roseburn Street. To achieve this the project proposals reverse the priority for the Russell Road, Roseburn Street Junction, and prohibit the exit from Roseburn Gardens to Roseburn Terrace.

The signalling team at the Council have provided assurance that re-introducing traffic lights at this junction will not be workable, as it would have an unacceptable impact on the West – East movement along the A8.

### Air Quality

The CCWEL project falls within the Edinburgh Central Air Quality Management Area, and air quality has been a key issue of concern for many within the local communities along the route especially regarding the two shopping streets of Roseburn Terrace and Haymarket Terrace which are both narrow tenemented streets, and thus pose a greater risk in relation to local air quality.

The designs for Roseburn Terrace which have been developed as part of the City Centre West to East Cycle Link (CCWEL) retain two Eastbound traffic lanes heading into the city, and one Westbound lane heading out of the city. In addition the length of the Loading bay on the North side of the street has been reduced to make it easier for Eastbound traffic to move past Southbound traffic at the junction with Roseburn Street. At present this is a major source of queuing on Roseburn Terrace. The proposals have been through an extensive modelling exercise which has shown that there is not predicted to be a significant impact on queuing traffic along the main road at Roseburn Terrace.

On Haymarket Terrace a key cause of queueing traffic was the impact of the tram on the traffic lights at the junction with Haymarket Yards. However, changes made to this junction have eased traffic flows and queue lengths on Haymarket Terrace.

There is not anticipated to be any significant impact on local Air Quality on Roseburn Terrace and Haymarket Terrace. However this will be closely monitored following implementation.



### Impact on Businesses – Roseburn Terrace & Haymarket Terrace

The project proposals will make considerable changes to Roseburn Terrace and Haymarket Terrace, through the introduction of a segregated cycletrack along the north side of the A8. And reducing the length of the loading bays on the North and South sides of the road. There has been concern from local businesses that these changes may negatively affect their income streams.

Businesses on Roseburn Terrace and Haymarket Terrace have been involved in the design process to ensure that the proposals, as far as possible, address their concerns. In response to this the loading bay on the North Side of Roseburn Terrace has been retained, and the time restriction on the parking and loading on the South side of Roseburn Terrace has been altered so that these facilities will now be available all day, and not just in the off-peak periods.

A significant number of short-stay parking spaces will be introduced in the Roseburn area. This will be in place of existing unrestricted parking, which is often used by commuters heading into town, and so provides limited benefit for the local shops. Under the proposals the number of short stay parking spaces in the Roseburn area will increase from 12 spaces, to 49 spaces. These will be on adjacent streets including Murrayfield Avenue, Murrayfield Place, Roseburn Street and Russell Road.

On Haymarket Terrace the Loading Bay on the South side of the road, opposite Coates Gardens will be retained, and Loading bays will be introduced on Coates Gardens and Rosebery Crescent. As such there will be a net increase in the amount of loading space available on Haymarket Terrace.

The introduction of a segregated cycling facility is anticipated to be a benefit, rather than a cost, for local businesses. There is evidence that such facilities have had a positive impact on retail spend where they have been introduced in other parts of the world, and that although shoppers who come by bike spend less *per trip* than those who come by car, they tend to make more regular trips and thus spend more across a period of a month.

Given the above it is anticipated that the project will be beneficial to local business vitality, on Haymarket Terrace and Roseburn Terrace. Assessment of the impact of the project on the local

### Cyclists are Minority

There is a perception that people on bikes represent only a tiny proportion of the population in Edinburgh, and thus, should not be catered for on main roads. In fact, this is not true.

During the 2011 census it was found that around 5% of people in Edinburgh cycled as their primary means of transport for accessing work or study. Since then however this number has been climbing. The Bike Life Survey carried out in 2016 by polling company ICM surveyed a representative sample of 1100 people throughout Edinburgh regarding their travel habits. This survey found that 7.5% of commuters living in Edinburgh travel by bike, a significant increase in only five years, which is supported by other similar surveys.

Furthermore, the Bike Life Survey also found that 9% of residents cycle at least 5 times a week, and 20% of residents cycle at least once a week. In fact on key routes into the city, cyclists can represent a significant proportion of traffic on the road.

Meanwhile car ownership, and car use has been falling in Edinburgh. Between 2001 and 2011 Edinburgh was the only part of Scotland where car ownership decreased.

The Bike Life survey also gauged attitudes towards cycling in Edinburgh and found that 63% of people said Edinburgh would be a better place to live and work if more people cycled, 65% of people would find protected roadside cycle lanes very useful to help them cycle more, and 80% of people

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support building more protected roadside cycle lanes, even when this could mean less space for other road traffic.

Cycling is common in Edinburgh, and growing rapidly, especially on main routes into the city. Meanwhile car ownership is falling, and car use is falling in urban areas throughout the UK. These are trends that the city must adapt to, and indeed are trends that should be encouraged.

To this end the Council's Local Transport Strategy includes explicit targets to reduce the proportion of journeys in the city done by private car, and to increase the proportion of those done by bike. The Council's Active Travel Action Plan sets out many of the projects through which this change will be delivered, including the CCWEL project. At present the roads in question are hostile environments for cycling, so it is not surprising that there are only a small number of people on bikes using them. However, the CCWEL project will connect various parts of Edinburgh's cycle network with the city centre, and thus, is expected to result in a significant increase in the number of people using bikes in the corridor.

### Cost to Public

Infrastructure schemes that support cycling are comparatively inexpensive, compared to other transport infrastructure.

For this project a Project Justification Report was carried out which looked into the likely economic benefits for the city which would be gained from building the cycle route. This report found that the project was expected to achieve a cost to benefit ratio of 3.3 : 1, meaning that for every £1 the public invests, it gets £3.30 in return. This is largely due to the health benefits gained from increased active travel amongst the city's population, along with some wider economic benefits.

### Lack of Enforcement/ Regulations/ Contribution from Cyclists

Issues such as, enforcement of the law as it relates to bicycle use, legislation around using bicycles, and taxation of road users are not aspects that the Council has any control over, and are not within the scope of this scheme.

### Public Opinion

The project has involved significant stakeholder and public consultation and engagement. An initial consultation exercise on the Preliminary Designs which was carried out during the winter of 2015/16. This consultation exercise received 2,771 responses, of which 1,768 (or 66%) were supportive. Though it is important to note that there were significant pockets of opposition within some communities along the route.

Following this consultation exercise a Stakeholder Working Group was established which met at regular intervals throughout 2016 to develop improved designs which met the needs of all relevant stakeholders – including affected businesses, community councils, and sustainable travel organisations. This process was established in response to opposition from some groups in the local community. Several changes were made as part of this process and a decision was taken in December 2016 to move to detailed design, taking on board various improvements to the original proposal.

Since July 2017 a dedicated Stakeholder Liaison Officer (SLO) has been in post for this project. The SLO has been responsible for organising a number of consultation activities, responding to concerns and queries from members of the public, producing regular updates which are published online and

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distributed to the project mailing list, and meeting with all relevant stakeholders along the length of the route.

The SLO has met with all business owners along the CCWEL Section 1 route, and where appropriate has met with business owners on several occasions. During these visits the SLO has provided updates on the progress of the detailed design, as well as the timeline and structure for the statutory processes. All businesses have, where they have expressed an interest, been added to the project's mailing list, and as such have received regular project updates.

All members of the public who responded to the original consultation which took place in 2015/16, and who provided an email address, have also been added to this mailing list. The mailing list contains 2,207 email addresses, and project updates are sent out on a roughly monthly basis.

The SLO has attended every meeting of Murrayfield Community Council since Tuesday 10 October 2017, and will continue to do so to provide regular updates on the progress of the scheme. The SLO has also ensured that the West End Community Council are kept up to date with the progress of the project.

In developing the Detailed Designs meetings were held with Murrayfield Community Council and West End Community Council to discuss the detailed design proposals.

Finally, a dedicated consultation and engagement project "Rejuvenating Roseburn" has been developed to progress designs for improved public realm within the Roseburn area to be delivered as part of this project. The results of this activity are available online:

[www.edinburgh.gov.uk/rejuvenatingroseburn](http://www.edinburgh.gov.uk/rejuvenatingroseburn).

### Unsafe for Cyclists

The safety of cyclists using the route has been a paramount consideration throughout the development of the designs. Both SPOKES and Sustrans Scotland have been closely involved in the development of the designs, and both have stated their support for the project.

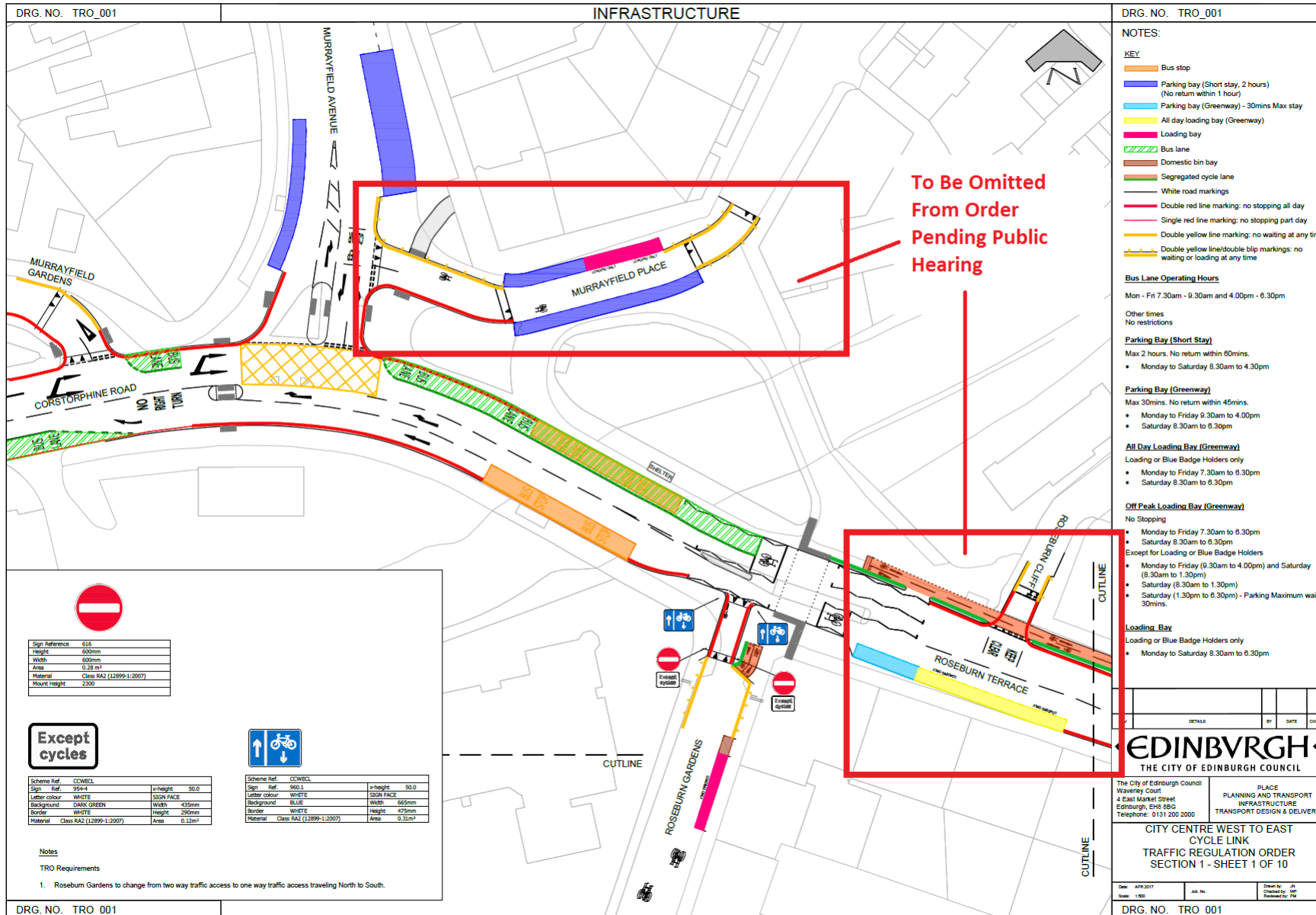
The cycletrack will be physically separated from the carriageway along the A8, meaning that people on bikes do not have to mix with traffic. The separation strip will be a minimum of 50cm wide, meaning that when passing parked vehicles people on bikes will not be at significant risk of 'dooring'. In addition all side road junctions are designed to give clear priority to pedestrians and cyclists.

Overall the project will provide a safe and direct route for people cycling to and from Roseburn and the City Centre, and represents a dramatic improvement in safety for all users from the current level of provision.

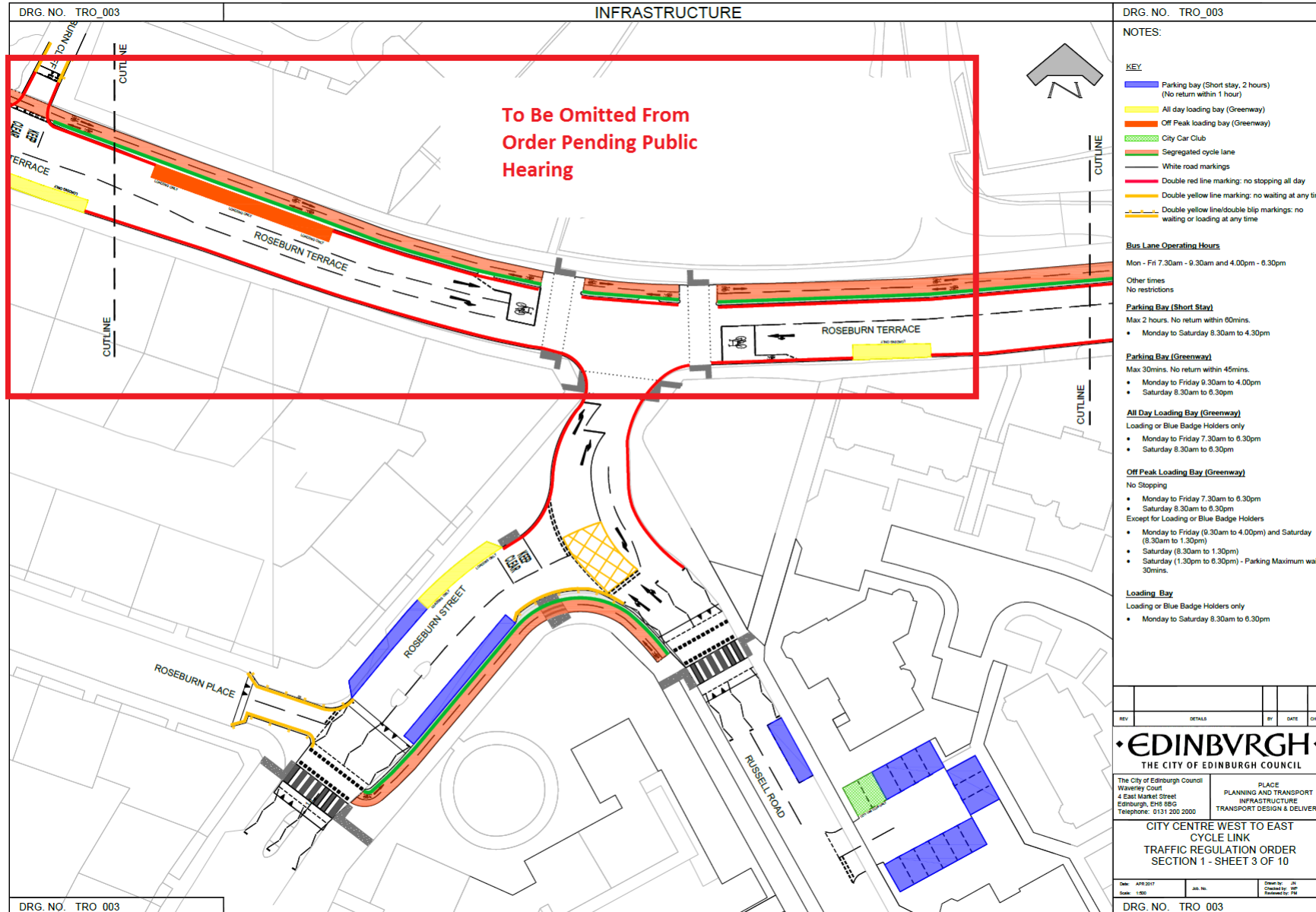
### Query – General (Roseburn Gardens)

The Traffic Regulation Order drawings can be misleading as they tend to show street signs the correct way up, even when this is the opposite of how they will appear on the ground. The junction of Roseburn Gardens and Roseburn Terrace is one example of this issue. The left turn from Roseburn Terrace to Roseburn Gardens **will not** be prohibited. Anyone driving West on Roseburn Terrace who is not able to find a parking or loading space initially will be able to turn left into Roseburn Gardens to loop back around and either use the short stay or loading facilities on Roseburn Street or Russell Road, or try again on Roseburn Terrace.

Appendix 10: Areas to be Omitted from the TRO

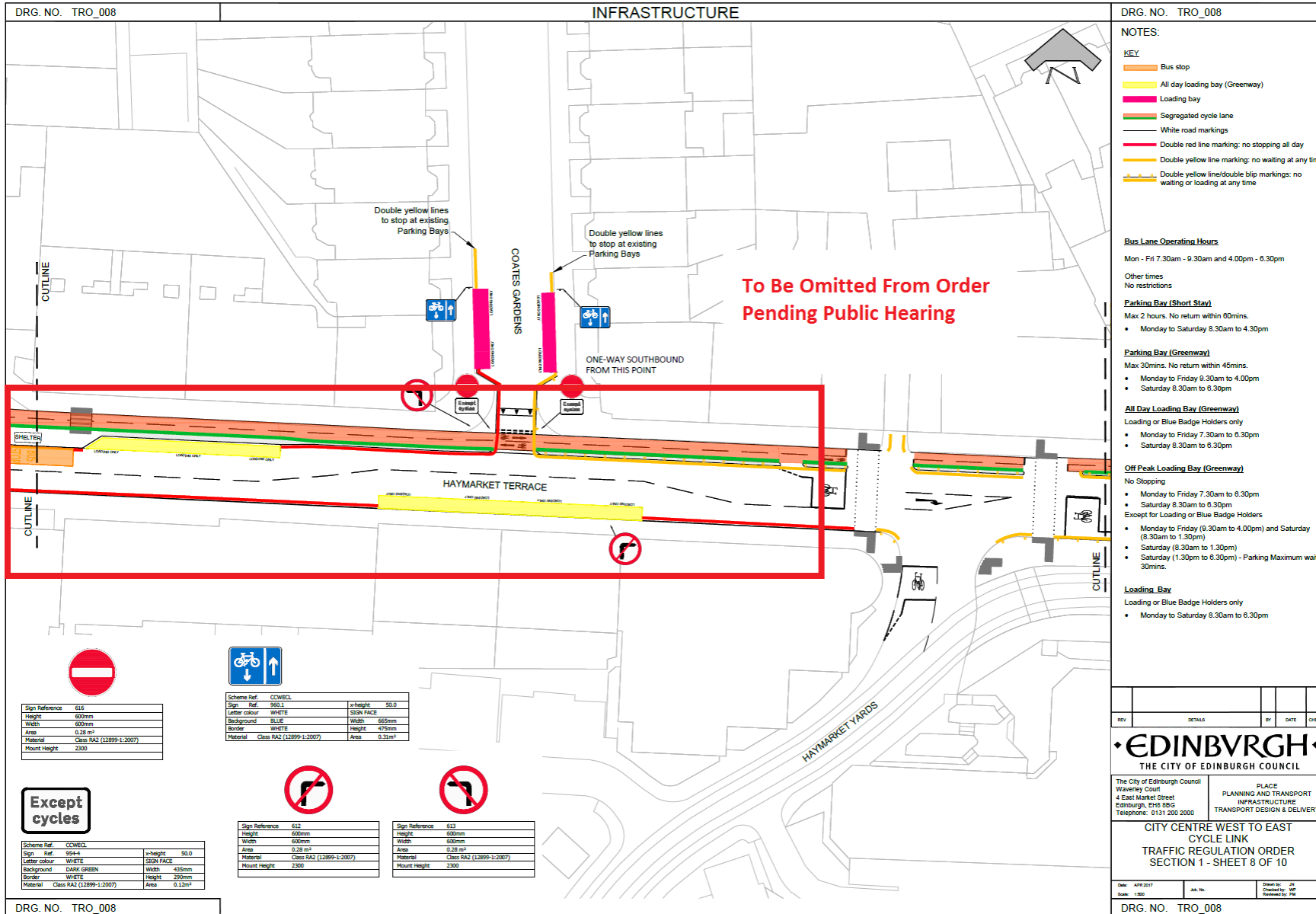


Appendix 10: Areas to be Omitted from the TRO

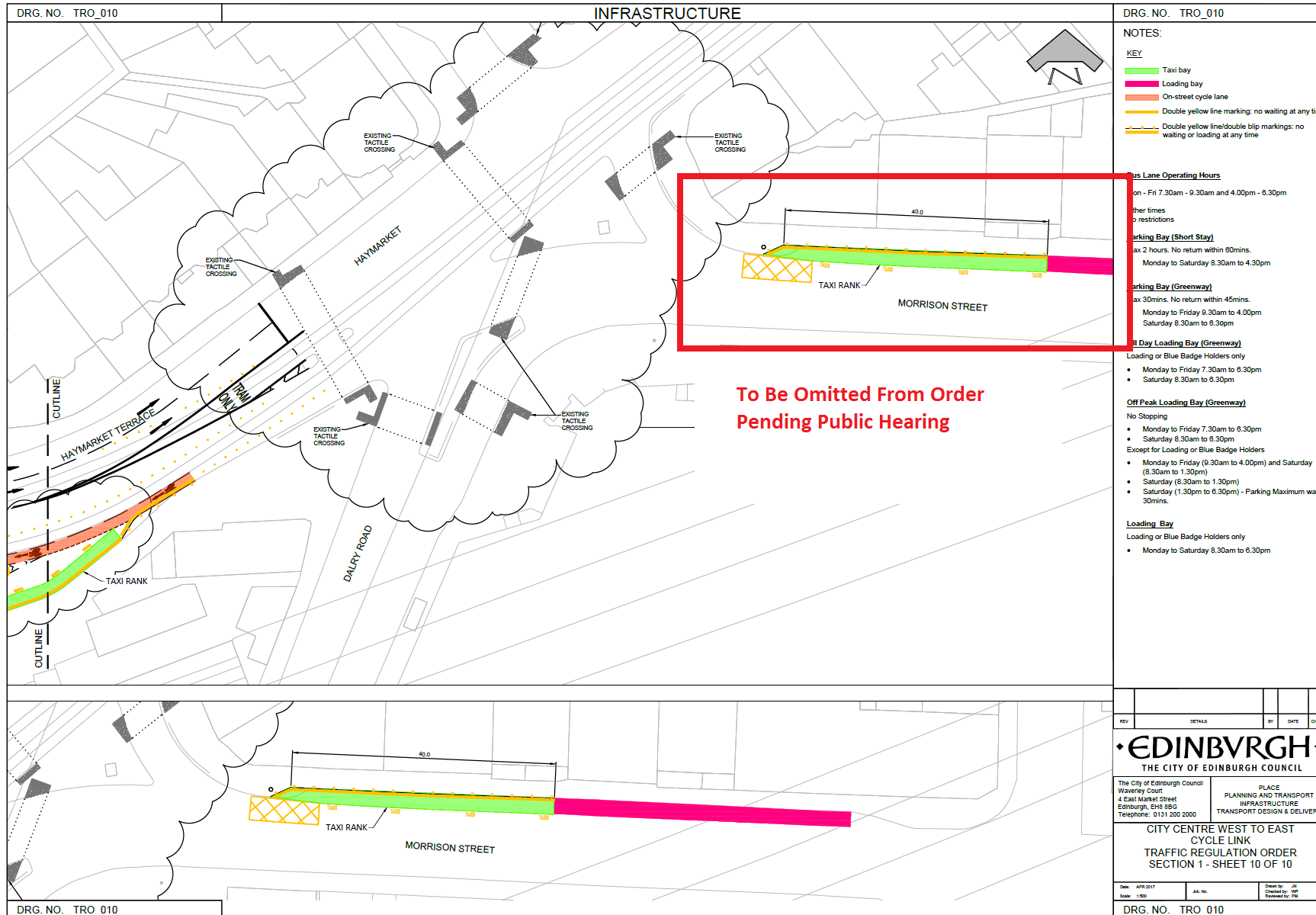




Appendix 10: Areas to be Omitted from the TRO



Appendix 10: Areas to be Omitted from the TRO





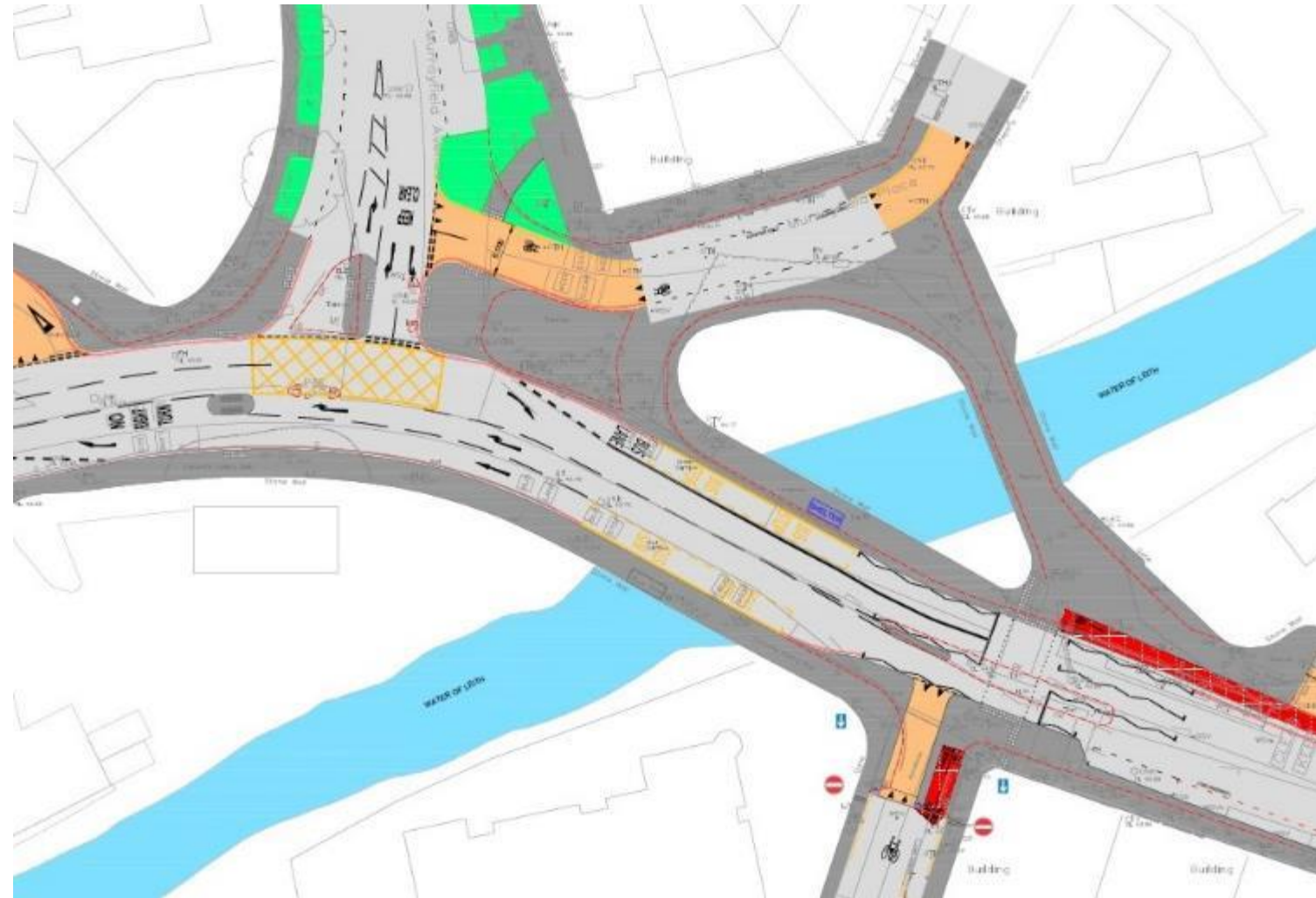
# REJUVENATING ROSEBURN

Delivering the Roseburn  
Action Plan



# CCWEL PROPOSALS

- Wider Pavements
  - Shorter, Safer Crossings
  - Much more pedestrian space
  - Relocated Bus Shelter
  - Additional Greenspace
  - Cycle route and access over bridge
- 
- **Enormous Potential**



# CO-PRODUCTION

*“Co-production is when design professionals work closely with local people to create better places designed both for and with the end user”*

We have worked closely with Murrayfield Community Council in developing our approach to engagement, and with their input have targeted key local stakeholders:

- Local Residents
- Local Businesses
- Roseburn Primary School
- St George’s School for Girls
- Water of Leith Conservation Trust





# OUR ENGAGEMENT PROCESS

**Initiation** – 10<sup>th</sup> October at the last Murrayfield Community Council Meeting

**Engaging Young People** – 24<sup>th</sup>-26<sup>th</sup> of October - Roseburn Primary P1s, P5s & P7s

**On-Site Engagement** – 7<sup>th</sup> of November on Old Coltbridge with support from MCC

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**Design Consultation** – During the coming months

# INITIATION

We attended the meeting of MCC on 10 October. We asked what people liked/didn't like about the space, and what their ideas were for improvement.

We got lots of feedback!



# INITIATION — LIKES BY THEME

I like...

## **The Natural Environment**

“View over Water of Leith, Papes Cottage, Plaque, Planters”

“Beautiful quiet spaces away from the road — trees to view of water”

## **The Built Environment**

“Nice buildings, trees, with great potential for better public use”

“The Old Bridge”

## **The Potential**

“Opportunity to create a place of pride”

“Great opportunity to turn Roseburn into lively buzzy area”

# INITIATION — DISLIKES BY THEME

I don't like...

## **Traffic Dominance**

“This area is an entirely car-determined/ car priority area rather than what it could be – a local square for everyone”

“Can feel hemmed in by parked cars at bridge entry/ exit”

## **The Pedestrian Environment**

“I like to walk, pavements need improved”      “Narrow Pavements”

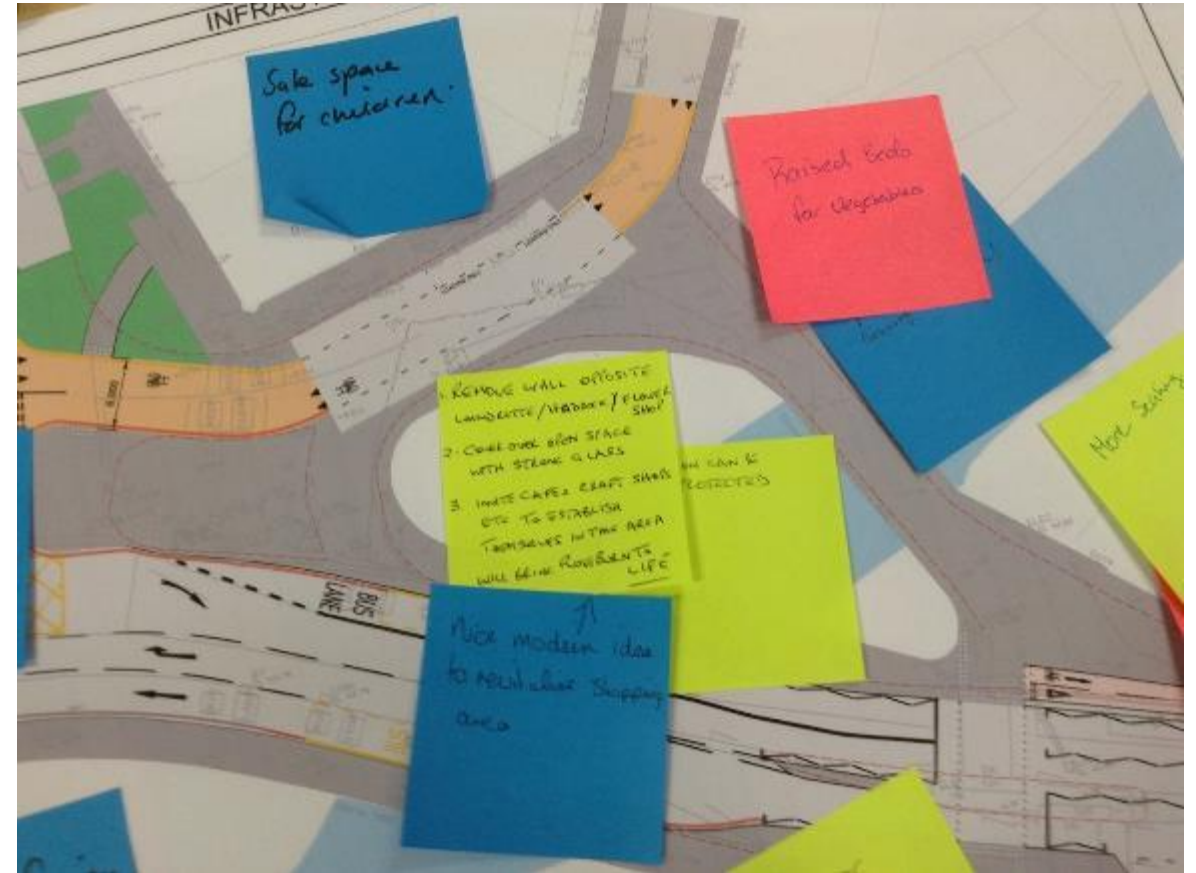
“Nowhere to sit”      “Not enough open space at present”

## **Impact of Major Events**

“Crowds going to & from Murrayfield Stadium Congestion”

# INITIATION — IDEAS FOR THE NEW SPACE

We had lots of ideas for improvements!





# INITIATION — IDEAS FOR THE NEW SPACE

I think there should be...

## **More Greenery**

“Bulbs, wild flowers, more planters”

“Raised beds for vegetables”

“Need for more soft landscaping”

“Bulbs and wild flowers in grassed areas”

## **More Bike Parking**

“More space to lock bikes”

“More space to lock bikes please!”

## **More spaces to Sit**

“Sociable seating for sheltered housing in open air”

“More seating”

“Seating facing Water of Leith”

## **A Farmers Market**

# INITIATION — IDEAS FOR PARTICULAR SPACES

On **The Old Bridge** I think there should be...

“Unified traditional/ historically correct surface for bridge – it’s of significant historic interest”

“Some benches on bridge? Daytime café seating at wider parts of bridge”

On **Murrayfield Place** I think there should be...

“Pedestrianize area in front of shops? Would feel like good use of space and great views”

“Hide bins behind the high hedges”

At the **Water of Leith** I think we should...

”Remove wall opposite Laundrette/ Haddock/ Flower Shop. Cover over open space with strong glass. Invite cafes, craft shops, etc to establish themselves in the area. Will bring Roseburn to life.”

# OUR ENGAGEMENT PROCESS

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**Design Consultation – During the coming months**

# ENGAGING YOUNG PEOPLE

Across the 24<sup>th</sup>, 25<sup>th</sup> and 26<sup>th</sup> of October we engaged with three classes from Roseburn Primary: P1, P5 and P7. Over 90 children in total took part.





# PRIMARY 1: MY PERFECT PLACE - COLLAGE





# PRIMARY 1: ON-SITE - RUBBINGS



# PRIMARY 1: THEMES

Certain themes came through from the Primary 1s collages, including:

- Quiet places to sit
- Lots of greenery
- Play
- Water
- Lighting



# PRIMARY 5: SAFETY SIGNAGE





Go Slow

and be cool!



# PRIMARY 5: ON-SITE





# PRIMARY 5: ON-SITE



# PRIMARY 5: DESIGN



# PRIMARY 5: THEMES

Themes from the Primary 5 Sessions were very similar to those from the Primary 1 sessions:

- Places for play
- Shelter from the main road
- More greenery
- More places to sit



# PRIMARY 7: MY ROUTE TO SCHOOL

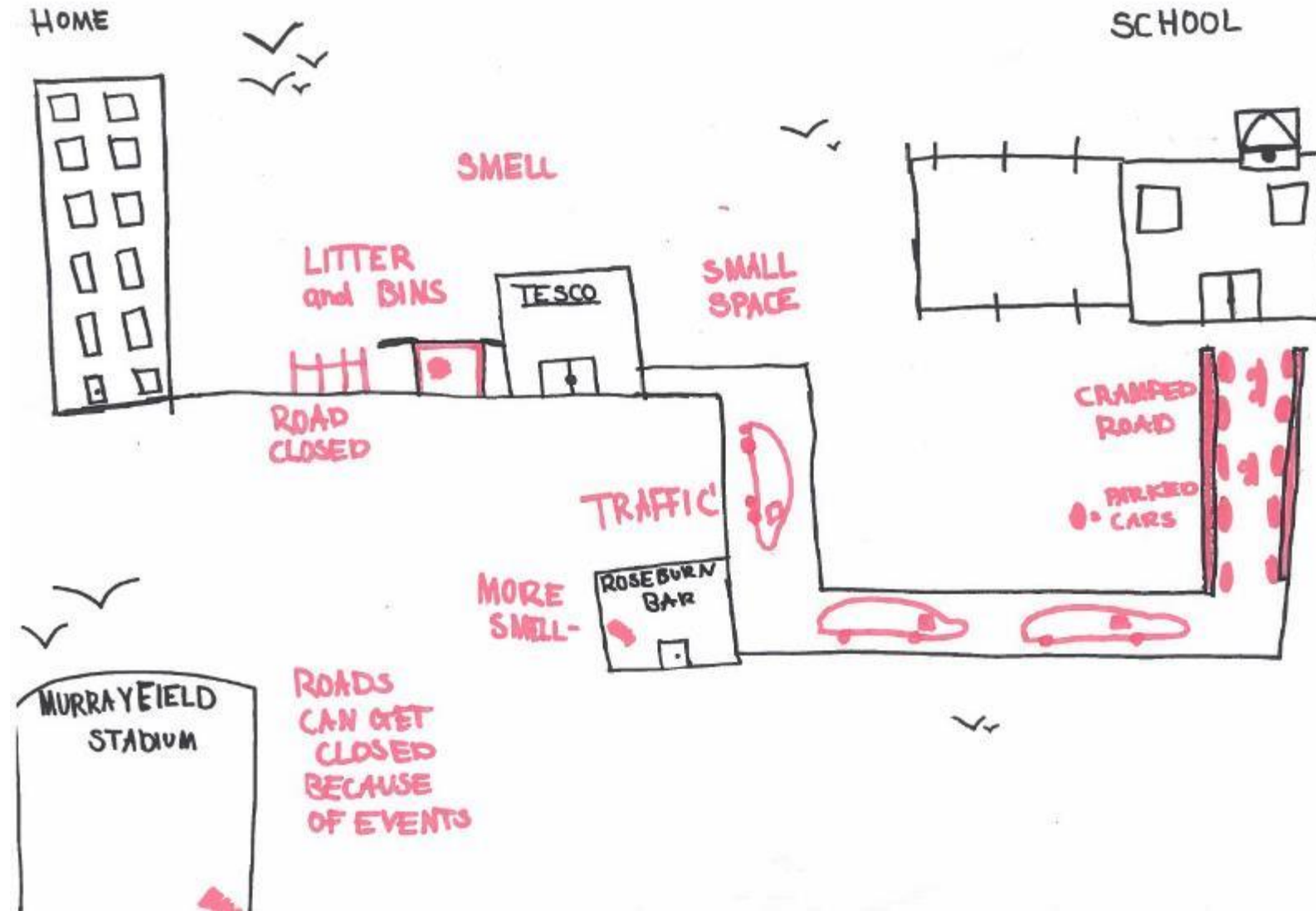
We asked Primary 7s to draw their route to school, highlighting the good and bad things.

Then we asked them what they would change.





# PRIMARY 7: MY ROUTE TO SCHOOL



# PRIMARY 7: MY ROUTE TO SCHOOL



# PRIMARY 7: MY ROUTE TO SCHOOL



# PRIMARY 7: MY ROUTE TO SCHOOL





# PRIMARY 7: ON-SITE





# PRIMARY 7: ON-SITE



# PRIMARY 7: ON-SITE





# PRIMARY 7: DESIGN





# PRIMARY 7: DESIGN



# PRIMARY 7: THEMES

Once again, many of the themes which came forward from the Primary 7s were similar to those from the Primary 5s and Primary 1s.

- More greenery
- More places to sit
- Water features (including drinking fountain)
- Flexible spaces with something for everyone
- Improved lighting (aesthetics and functionality)
- Christmas Tree
- Play and Recreation

# OUR ENGAGEMENT PROCESS

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# ON-SITE ENGAGEMENT

We set up on site on the 7<sup>th</sup> of November from 8:30am till 4pm to take comments and suggestions from people in the area.



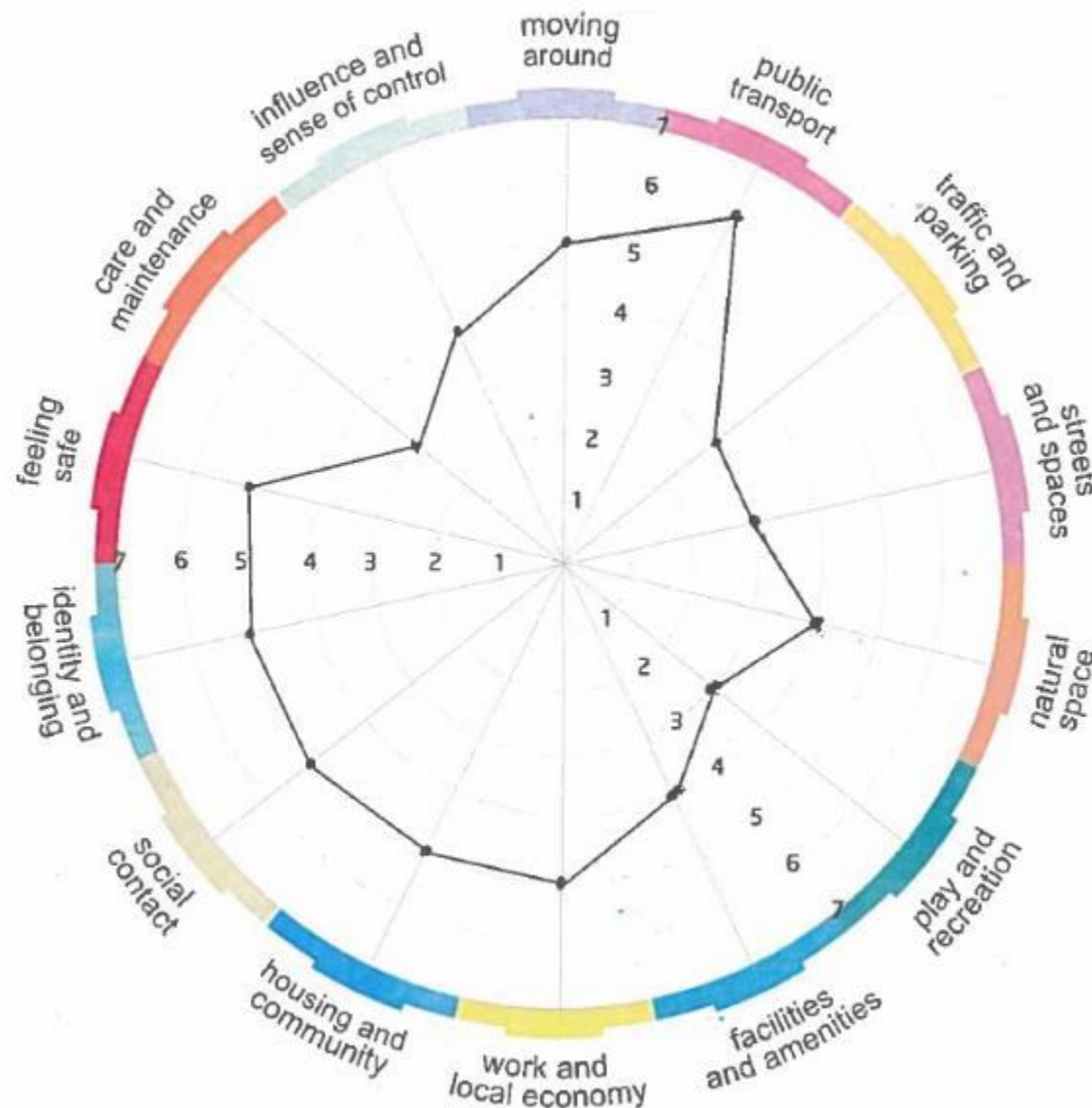


# ON-SITE ENGAGEMENT

Attendees filled in a 'Place Standard Tool'. This helped us to understand the areas where the space is performing well, and the areas where the space is performing poorly.

It is clear that most people believe the area is very well served by Public Transport. However many feel it could be improved in terms of:

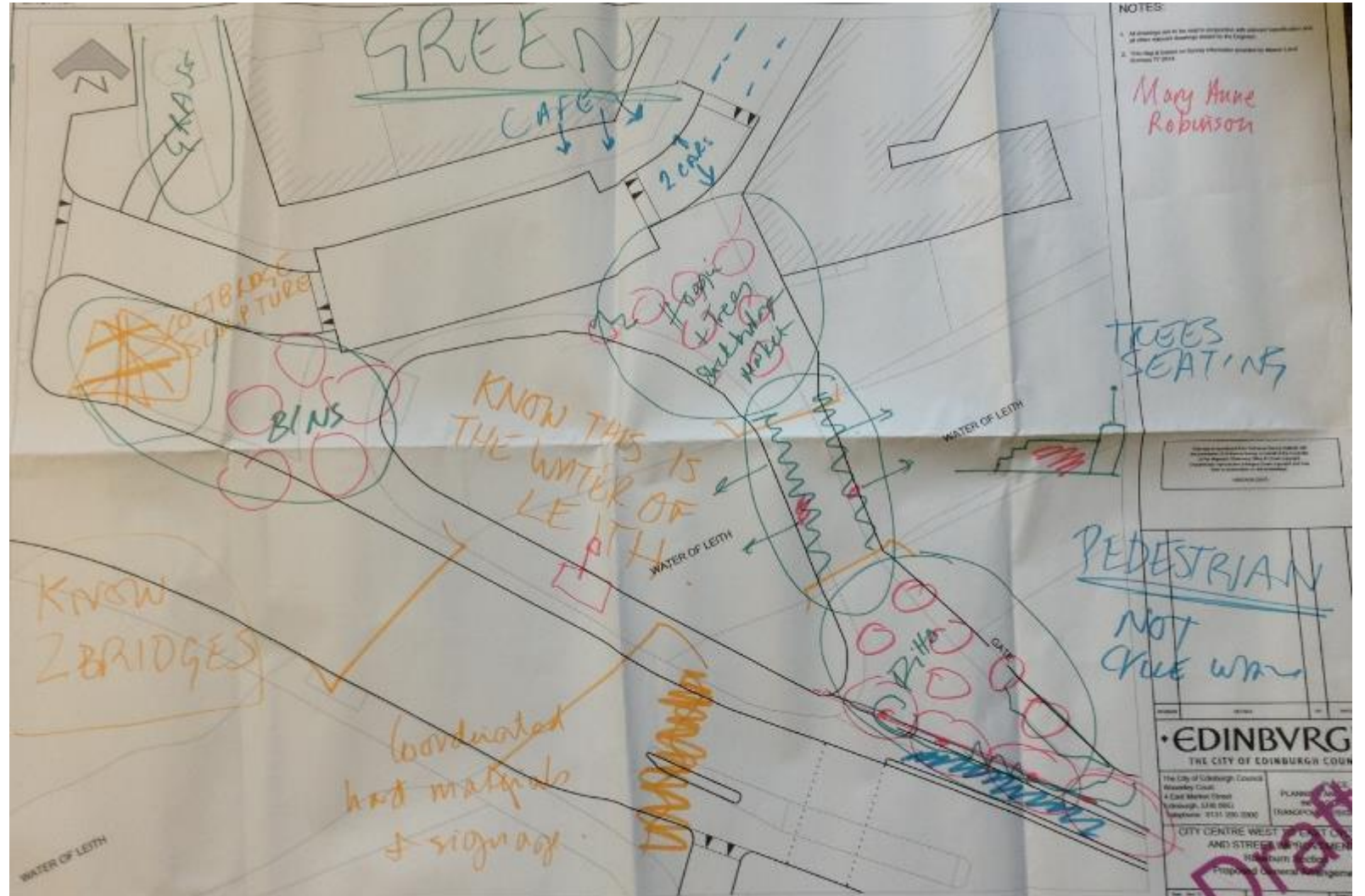
- Care and Maintenance
- Traffic and Parking
- Streets and Spaces, and
- Play and Recreation



# ON-SITE ENGAGEMENT

We also had plans available so that people could draw out their ideas

And we got plenty more suggestions on Post-Its!



# ON-SITE ENGAGEMENT: SUGGESTIONS & IDEAS

## **Craft/ Farmers Market**

“Space for craft. Market space for pop-up crafts”      “Love the idea of a Farmers Market”

“Sat/ Sun Market as in Stockbridge Sunday Market”      “Pop-up Farmers Market”

## **Natural Environment**

“More trees & plants & flowers – a feel of nature. More seating to enjoy the view”

“Hanging baskets on Roseburn Terrace would be nice”

## **The Old Bridge**

“Increased maintenance on Old Coltbridge & of all green infrastructure”

“Cobbles back please      “Seating and Planting”

## **Water of Leith**

“I suggest knocking part of the wall down and incorporating the riverside into the garden in the new area”

# OUR ENGAGEMENT PROCESS

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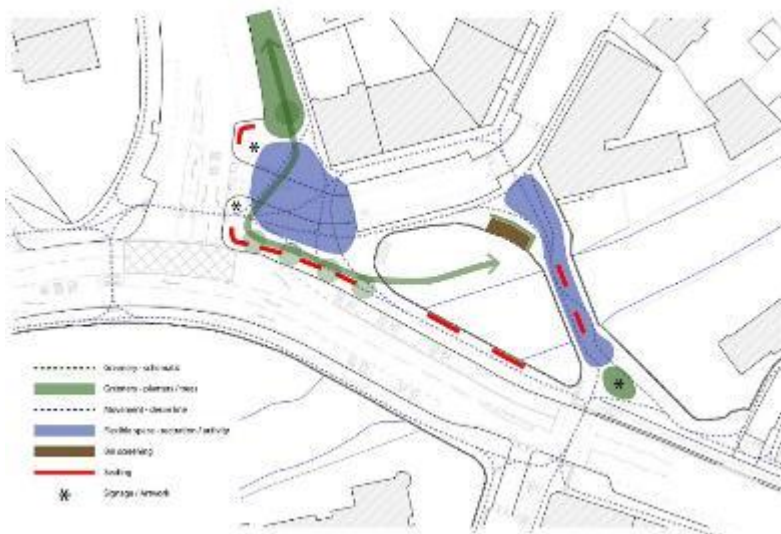


# OPTIONS DEVELOPMENT

We developed three initial design options for further discussions.

These options were presented as flexible and meant to provide a steer from the local community as to which direction to go in.

Each of the three options responds to the input we have received along four key themes: **Heritage; Nature; Community; Amenity.** But each does so in different ways.



# OPTIONS DEVELOPMENT: OPTION 1

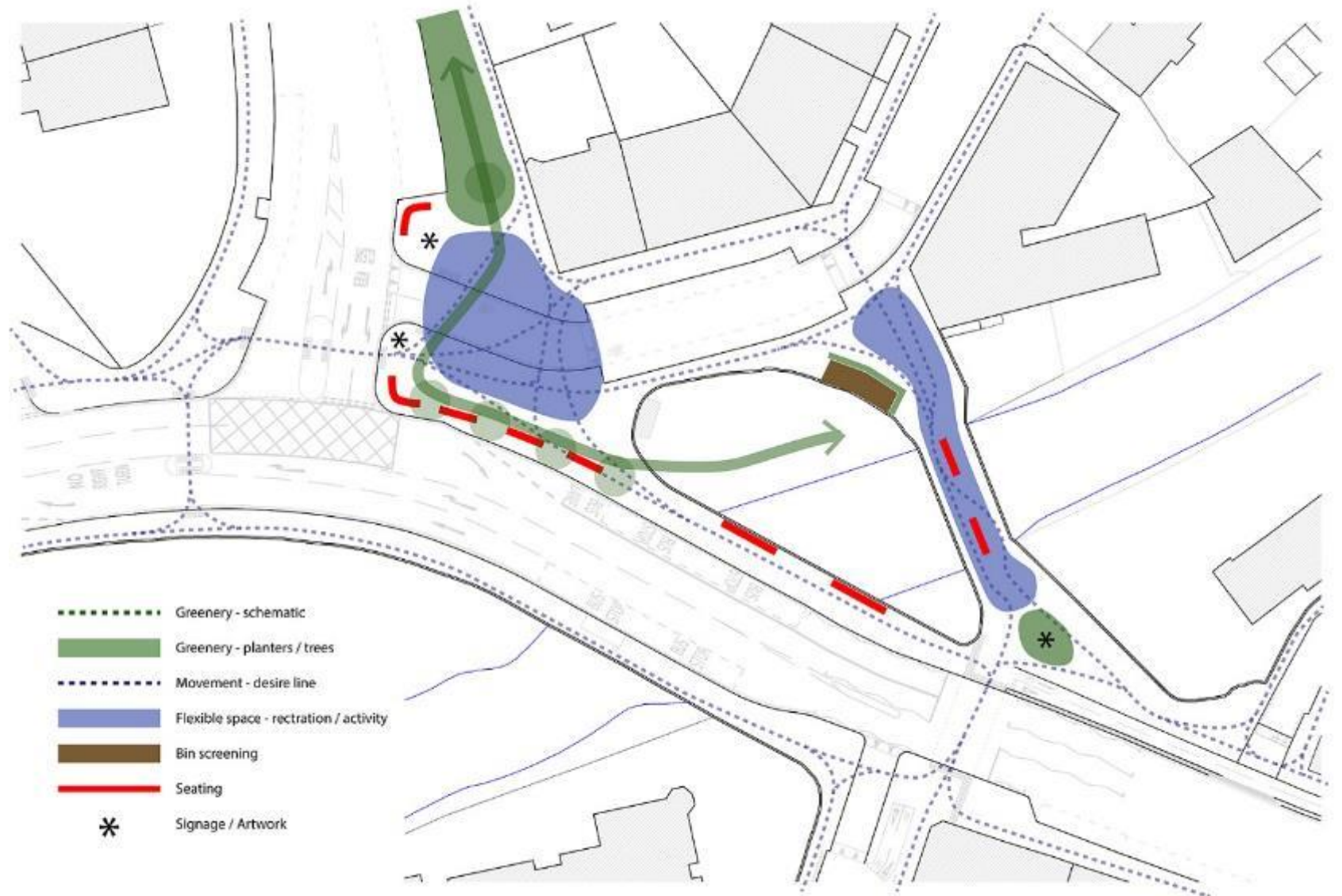
Flexible space maximised on both Murrayfield Place & the Old Bridge

Greenery and seating provides Shelter from main road

Gateway creation at junction of Murrayfield Ave & Murrayfield Plc

Bins screened on North Side of Old Bridge

Main Focus – flexible space





# OPTIONS DEVELOPMENT: OPTION 2

Maximising greenery throughout area

Flexible space connected to commercial area to the North of the Old Bridge

Greenery provides shelter from main road and separation between cycle track and pavement

Bins screened on Murrayfield Avenue

Seating placed to maximise views over water of Leith

Main focus – Natural Environment



# OPTIONS DEVELOPMENT: OPTION 3

Smaller flexible space within greenery

Old Bridge designed around slow and Safe interactions between users

Greenery integrated with seating and Signage/ artwork

Bins screened on Murrayfield Avenue

Informal 'play' space within green areas

Main Focus – Balance between all uses







Community notice board



Bin screening



Raised planters and seating



Cycle parking



Sculpture and artwork



Play area



Festive events



Local weekend market





Planters / sensory garden



Signage and references



Tree canopy / avenue



Nature trail

# OUR ENGAGEMENT PROCESS

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# PUBLIC EXHIBITION

We held a public exhibition on Tuesday 5<sup>th</sup> December on site on the Old Coltbridge, and then at MCC's December Meeting where we asked people to tell us which design was their preference.

We received 57 responses with Option 3 coming out as the most popular. Though many people like aspects of Options 1 and 2 as well.

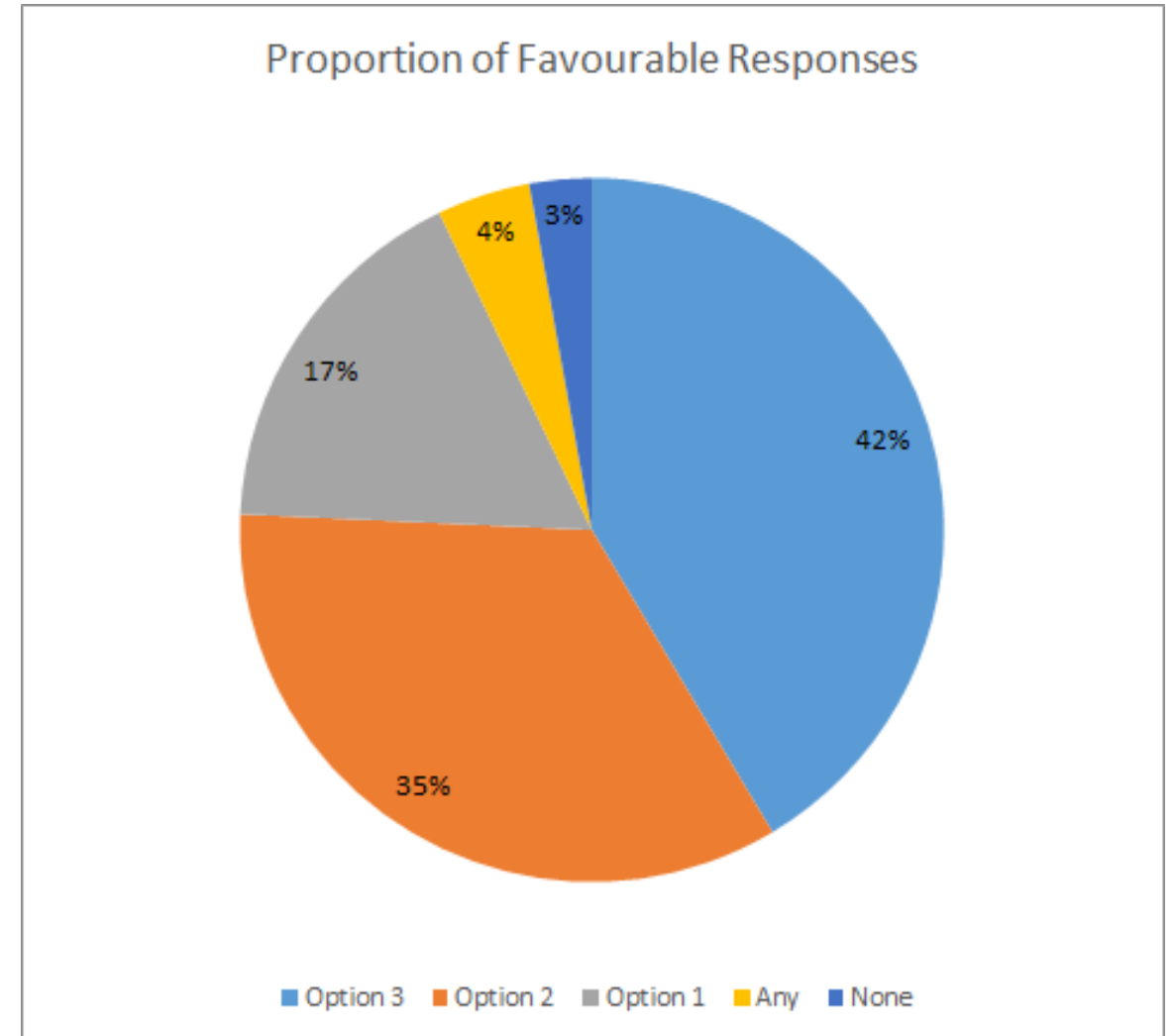


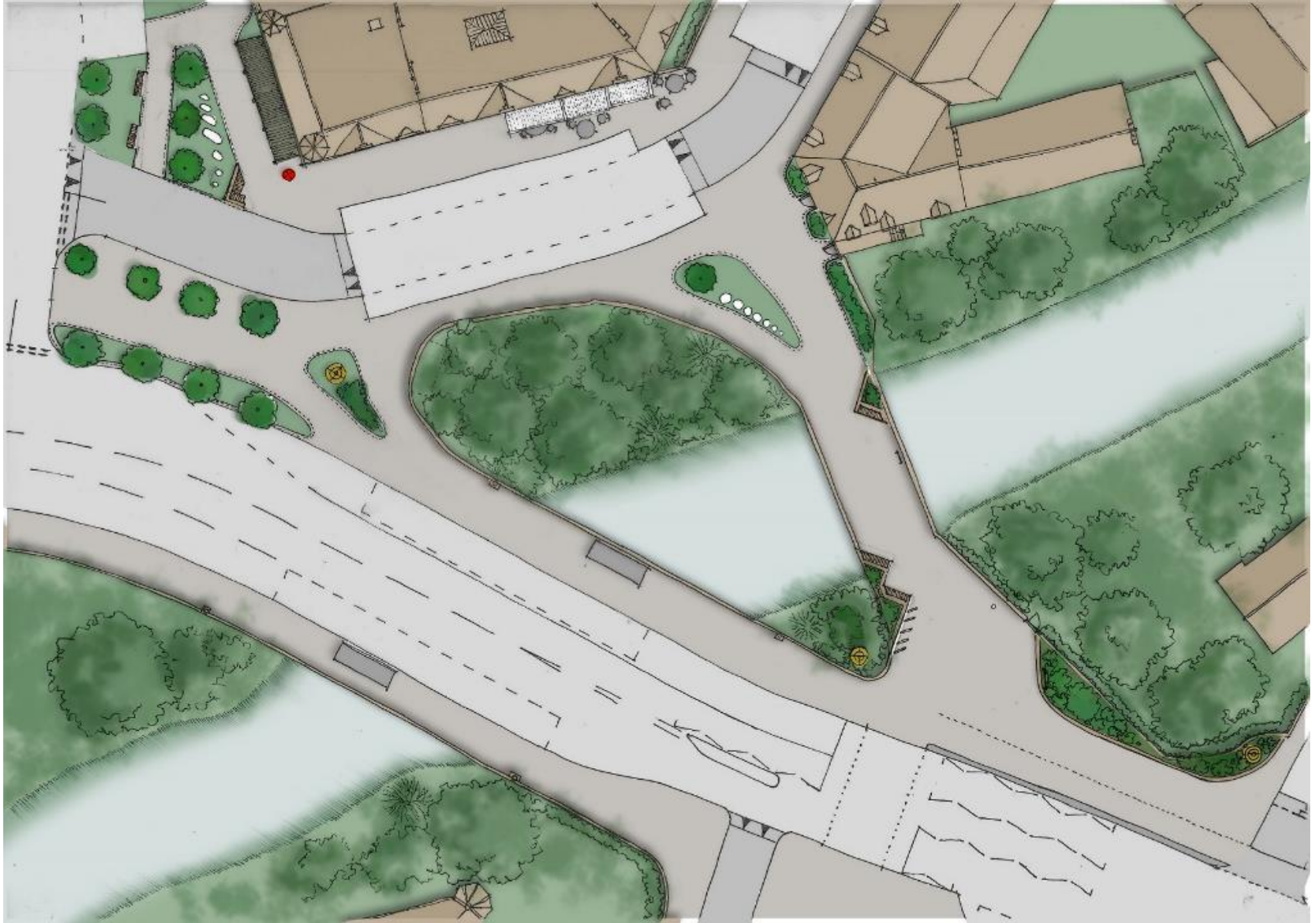
# PUBLIC EXHIBITION

We received 57 feedback form responses during the on-site consultation in the day, and the evening session at MCC's meeting.

From these responses Option 3 appeared as the most popular. Though many people liked Option 2 as well.

Some people said they would be happy with any of the options, while only a few said they liked none of them.





# PUBLIC EXHIBITION

We also got lots of lovely comments including:

*“all look great. The more space can be used for community the better”*

*“like the idea of space for market etc. combined with features for seating etc. Also idea of area for children”*

*“I like the screening of the traffic and opening up of sheltered space”*

*“good balance to suit everyone”*

*“cutting that rat-run feeder is awesome”*

*“Thanks for taking p7s views on board!”*



# OUR ENGAGEMENT PROCESS

- ~~Initiation – 10<sup>th</sup> October at the last Murrayfield Community Council Meeting~~
- ~~Engaging Young People – 24<sup>th</sup>-26<sup>th</sup> of October – Roseburn Primary P1s, P5s & P7s~~
- ~~On-Site Engagement – 7<sup>th</sup> of November on Old Coltbridge with support from MCC~~
- ~~Options Development – Developing options based on initial feedback~~
- ~~Public Exhibition – 5<sup>th</sup> of December Getting feedback on design options~~
- Design Development – Pulling together a Draft Design**
- Design Presentation – 27<sup>th</sup> February at MCC meeting**
- Design Consultation – During the coming months**

# DESIGN DEVELOPMENT

During January and February we used all of the information we had received to develop a Draft Design based primarily on Option 3, but taking account of the parts of Options 1 and 2 that people liked.

We presented this design at the meeting of Murrayfield Community Council on Tuesday 27<sup>th</sup> of February to seek initial input.















# OUR ENGAGEMENT PROCESS

- ~~Initiation – 10<sup>th</sup> October at the last Murrayfield Community Council Meeting~~
- ~~Early Discussions – With local residents and businesses~~
- ~~Engaging Young People – 24<sup>th</sup>-26<sup>th</sup> of October - Roseburn Primary P1s, P5s & P7s~~
- ~~On-Site Engagement – 7<sup>th</sup> of November on Old Coltbridge with support from MCC~~
- ~~Options Development – Developing options based on initial feedback~~
- ~~Public Exhibition – 5<sup>th</sup> of December Getting feedback on design options~~
- ~~Design Development – Pulling together a Draft Design~~
- ~~Design Presentation – 27<sup>th</sup> February at MCC meeting~~
- Design Consultation – During the coming months**

# WHAT'S NEXT

Once we have completed the Draft Design, we will host a full public consultation on the Rejuvenating Roseburn placemaking proposals.

Following this we will make any necessary changes to the designs before including them as part of the overall CCWEL project.

These changes will be delivered alongside those associated with the CCWEL, using funding from the same sources.

As such, we will not be able to deliver the Rejuvenating Roseburn project, without delivering the CCWEL project also.



Appendix 12: Detail of Changes to Parking and Loading

**Table 1: Detail of Proposed Changes to Loading Bays in Roseburn**

Type	Location	Operation: All Day/Off Peak Only	Spaces
Existing	Murrayfield Place	N/A	0
	Roseburn Gardens	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	2
	Roseburn Terrace North Side (West of Roseburn St)	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	8
	Roseburn Terrace South Side (West of Roseburn St)	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	12
	Roseburn Terrace (East of Roseburn St)	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	4
	Roseburn Street	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	2
	Russell Road	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	4
	<b>Existing</b>	<b>Total</b>	<b>Loading</b>

Appendix 12: Detail of Changes to Parking and Loading

Type	Location	Operation: All Day/Off Peak Only	Spaces
<b>Proposed</b>	Murrayfield Place	<u>Loading/ Blue Badge</u> (Mon – Sat: 8.30am – 6.30pm)	2
	Roseburn Gardens	<u>Loading/ Blue Badge</u> (Mon – Sat: 8.30am – 6.30pm)	2
	Roseburn Terrace North Side (West of Roseburn St)	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	5
	Roseburn Terrace South Side (West of Roseburn St)	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	5
	Roseburn Terrace (East of Roseburn St)	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	2
	Roseburn Street	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	2
	Russell Road	N/A	0
<b>Proposed</b>	<b>Total</b>	<b>Loading</b>	<b>18</b>

Appendix 12: Detail of Changes to Parking and Loading

**Table 2: Detail of Proposed Changes to Parking Bays in Roseburn**

Type	Location	Operation: Unrestricted/Short Stay	Spaces
<b>Existing</b>	Murrayfield Ave	Unrestricted	12
	Murrayfield Place	Unrestricted Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	7 6
	Roseburn Gdns	Unrestricted Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	10 2
	Roseburn Cres	Unrestricted	13
	Roseburn Terrace (South Side)	Greenway (Off-Peak) (Mon-Fri, 9:30-4:30pm / Sat 8:30-6:30 / 30mins)	2
	Russell Road	Unrestricted	15
	Roseburn Street	Unrestricted Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	7 2
<b>Existing</b>	<b>Total</b>	<b>Parking</b>	<b>76</b>

Type	Location	Operation: Unrestricted/Short Stay	Spaces
<b>Proposed</b>	Murrayfield Ave	Short Stay (Mon-Sat, 8:30-4:30pm, 2hrs, no return w/in 1 hour)	16
	Murrayfield Place	Short Stay (Mon-Sat, 8:30-4:30pm, 2hrs, no return w/in 1 hour)	8
	Roseburn Gdns	Unrestricted	10
	Roseburn Cres	Unrestricted	8
	Roseburn Terrace (South Side)	Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	2
	Russell Road	Short Stay (Mon-Sat, 8:30-4:30pm, 2hrs, no return w/in 1 hour)	15
	Roseburn Street	Short Stay (Mon-Sat, 8:30-4:30pm, 2hrs, no return w/in 1 hour)	8
<b>Proposed</b>	<b>Total</b>	<b>Parking</b>	<b>67</b>

Appendix 12: Detail of Changes to Parking and Loading

**Table 3: Proposed Changes to Loading Bays in West Coates**

Type	Location	Operation: All Day/Off Peak Only	Spaces
Existing	West Coates	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	3
	Wester Coates Road	<u>N/A</u>	0
Existing	<b>Total</b>	<b>Loading</b>	<b>3</b>

Type	Location	Operation: All Day/Off Peak Only	Spaces
Proposed	West Coates	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	3
	Wester Coates Road	<u>N/A</u>	0
Existing	<b>Total</b>	<b>Loading</b>	<b>3</b>

**Table 4: Proposed Changes to Parking Bays in West Coates**

Type	Location	Operation: All Day/Off Peak Only	Spaces
Existing	West Coates	Greenway (Off-Peak) (Mon-Fri, 9:30-4:00pm / Sat 8:30-6:30 / 60mins)	104
	Wester Coates Road	Shared - Zone (N5) (Mon-Fri, 8:30-5:30pm, Permit Holders N5 or; Pay and Display, 4hrs Max)	4
Existing	<b>Total</b>	<b>Parking</b>	<b>108</b>

Type	Location	Operation: All Day/Off Peak Only	Spaces
Proposed	West Coates	Greenway (Off-Peak) (Mon-Fri, 9:30-4:00pm / Sat 8:30-6:30 / 60mins)	29
	Wester Coates Road	<u>N/A</u>	0
Proposed	<b>Total</b>	<b>Parking</b>	<b>29</b>



Appendix 12: Detail of Changes to Parking and Loading

**Table 5: Proposed Changes to Loading Bays Haymarket**

Type	Location	Operation: All Day/Off Peak Only	Spaces
<b>Existing</b>	Haymarket Terrace	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	15
	Coates Gardens	<u>N/A</u>	0
	Rosebery Crescent	<u>Greenway (Off-Peak)</u> (No Stopping: Mon-Fri, 7:30-6:30pm/ Sat, 8:30-6:30pm Except for Loading or Blue Badge Holders Mon-Fri, 9:30-4:00pm/ Sat, 8:30-1:30pm Parking, 30 mins: Sat, 1:30pm-6:30pm)	2
<b>Existing</b>	<b>Total</b>	<b>Loading</b>	<b>17</b>

Type	Location	Operation: All Day/Off Peak Only	Spaces
<b>Proposed</b>	Haymarket Terrace	<u>Greenway (All Day)</u> (Loading/ Blue Badge Only Mon – Fri: 7.30am – 6.30pm, Sat: 8.30am – 6.30pm)	13
	Coates Gardens	<u>Loading/ Blue Badge</u> (Mon-Sat, 8:30-6:30)	4
	Rosebery Crescent	<u>Loading/ Blue Badge</u> (Mon-Sat, 8:30-6:30)	5
<b>Proposed</b>	<b>Total</b>	<b>Loading</b>	<b>22</b>

Appendix 12: Detail of Changes to Parking and Loading

**Table 6: Proposed Changes to Parking Bays Haymarket**

Type	Location	Operation: All Day/Off Peak Only	Spaces
<b>Existing</b>	Haymarket Terrace	N/A	0
	Coates Gardens	Public Pay-and-Display (Mon-Sat, 8:30-6:30pm, 4hrs Max)	3
		Greenway (All Day) (Mon-Fri, 7:30-6:30pm / Sat 8:30-6:30 / 30mins)	3
	Rosebery Crescent	Public Pay-and-Display (Mon-Sat, 8:30-6:30pm, 4hrs Max)	2
Permit – Zone 1		2	
<b>Existing</b>	<b>Total</b>	<b>Parking</b>	<b>10</b>

Type	Location	Operation: All Day/Off Peak Only	Spaces
<b>Proposed</b>	Haymarket Terrace	N/A	0
	Coates Gardens	N/A	0
	Rosebery Crescent	N/A	0
<b>Proposed</b>	<b>Total</b>	<b>Parking</b>	<b>0</b>