

# Randolph Place – Have Your Say

As part of the Council's 'City Centre West to East Cycle Link and Street Improvements' project (CCWEL), we are proposing significant changes to Randolph Place.

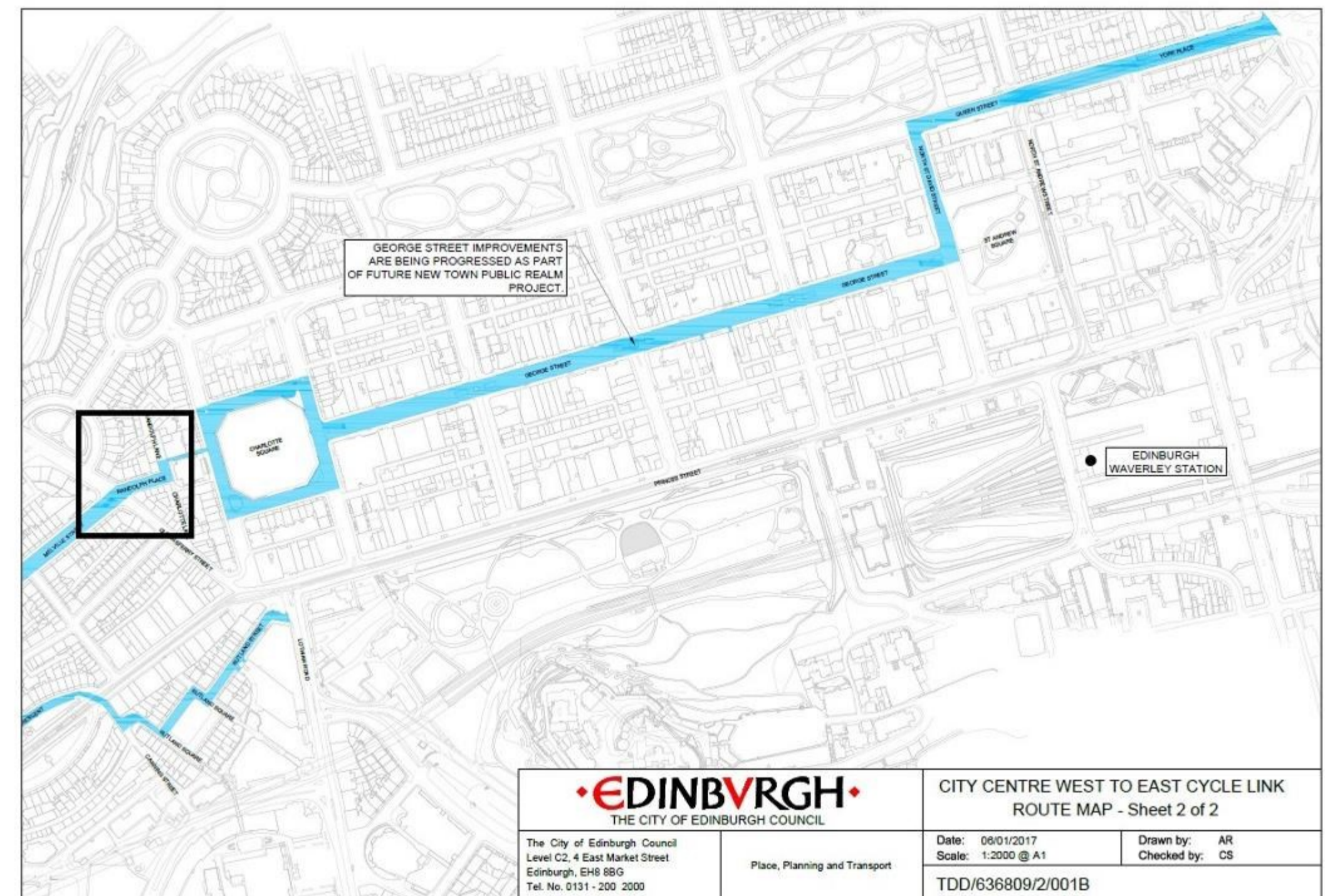
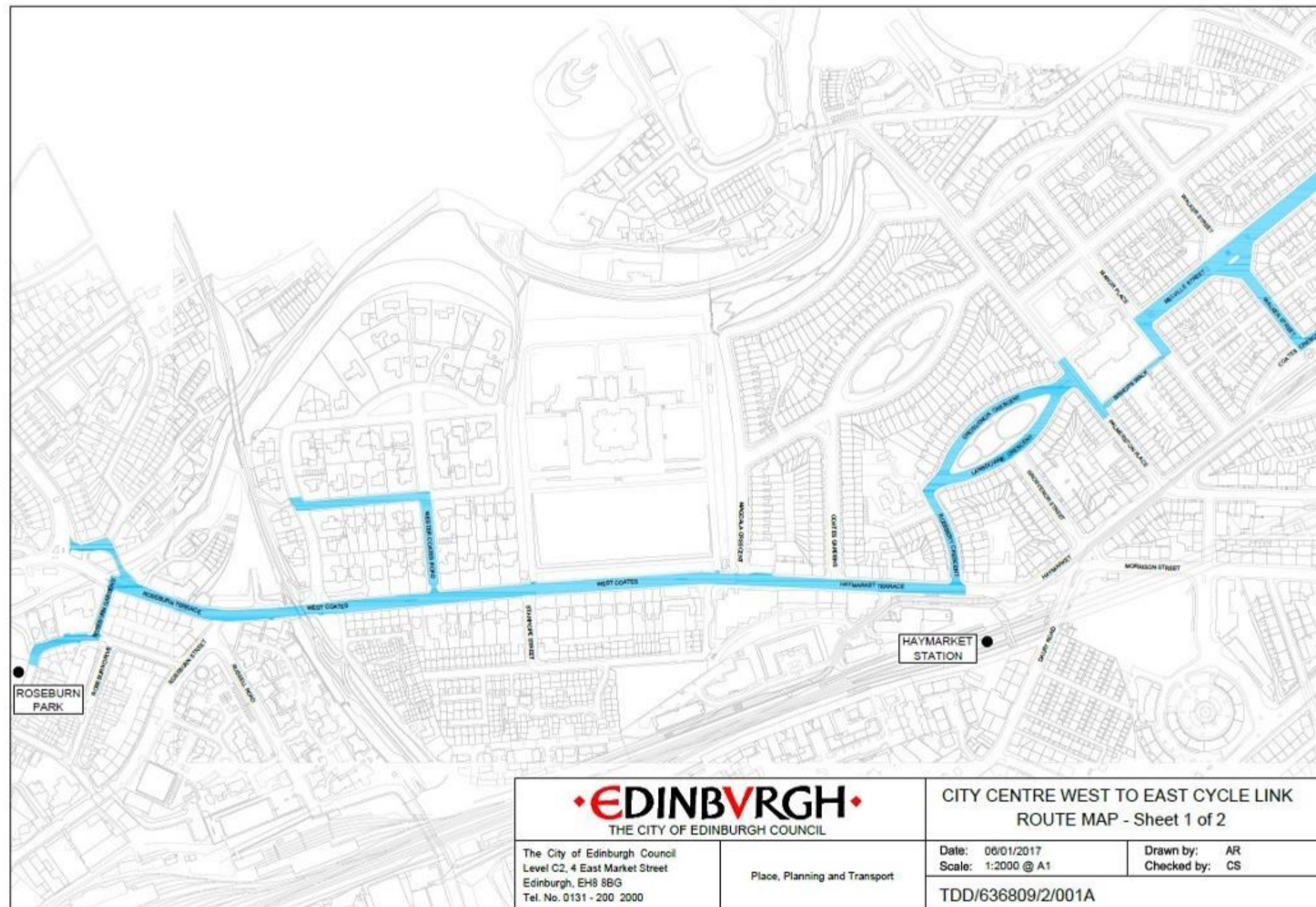
The Council wants to make this beautiful street better for people walking, cycling and visiting shops and bars.

Three options have been prepared for the revised layout, and we are keen to hear which one you prefer, and any other comments you may have.



# CCWEL – Project Route Map

Randolph Place is a key part of the CCWEL project route which runs from Roseburn, through the City Centre, to Leith Walk. Much of the route features segregated cycleways, however as Randolph Place is a quiet street, people on bikes will share the carriageway with vehicles, our designs aim to make this street safer for all.



# Randolph Place

## Design Progression

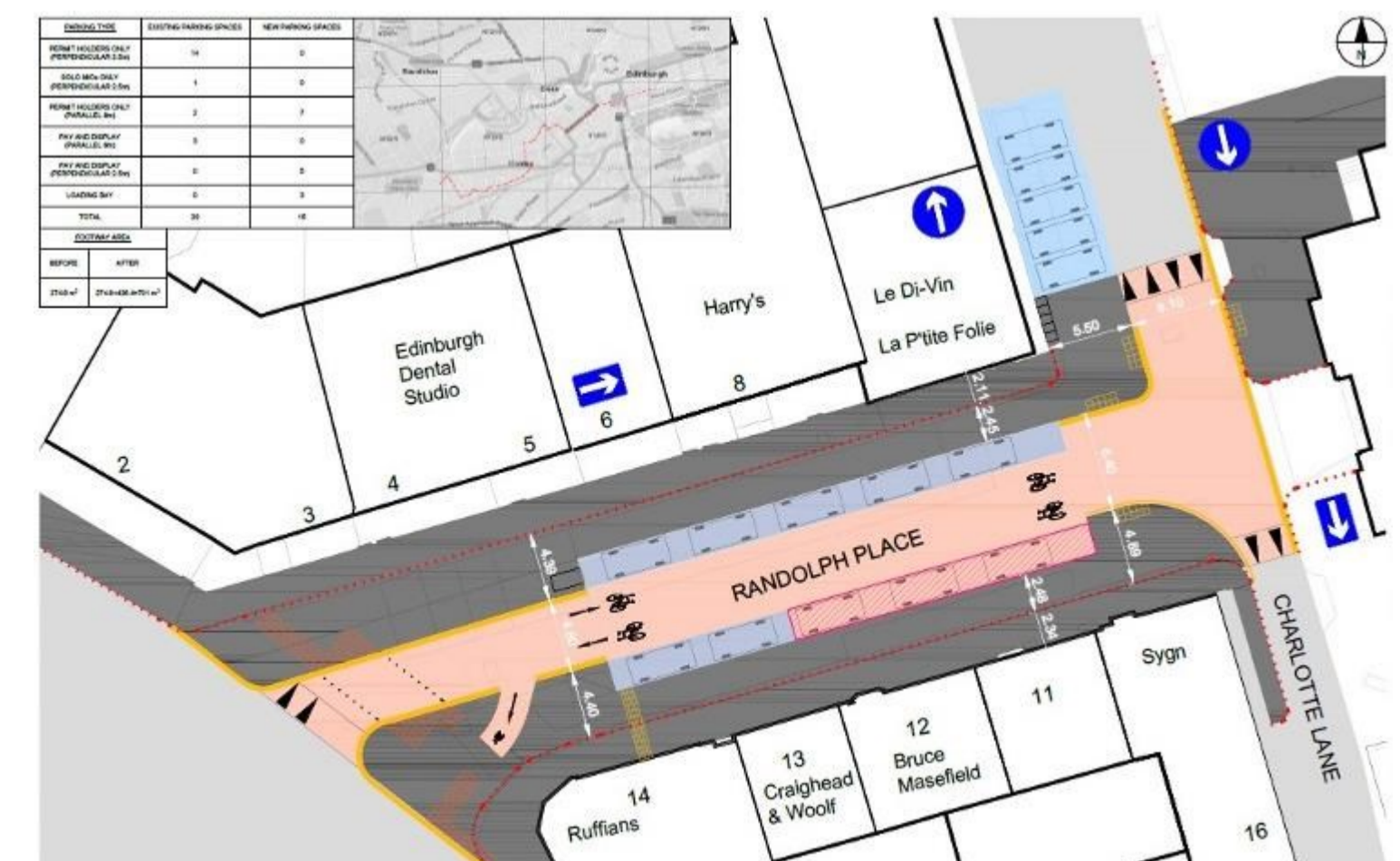
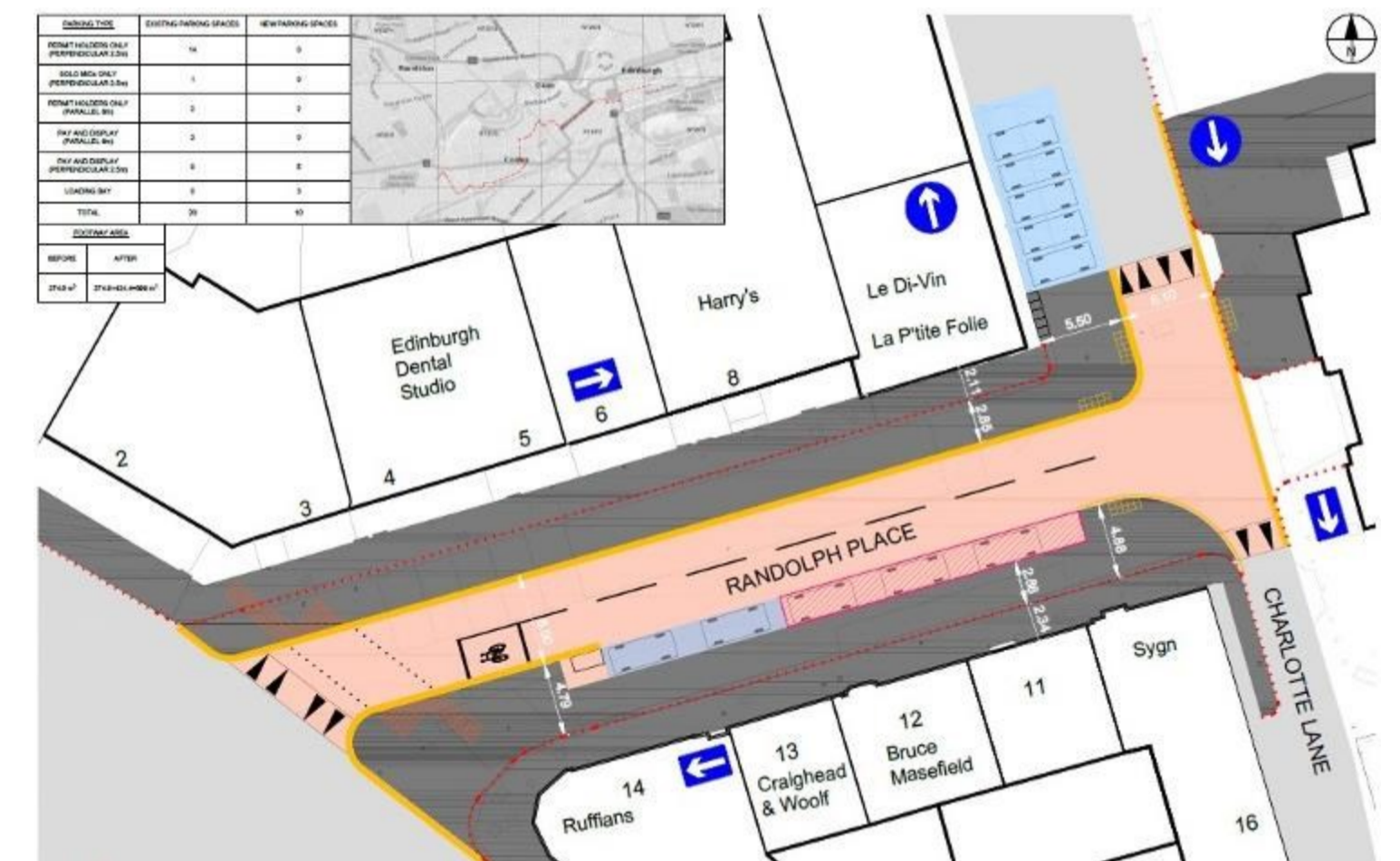
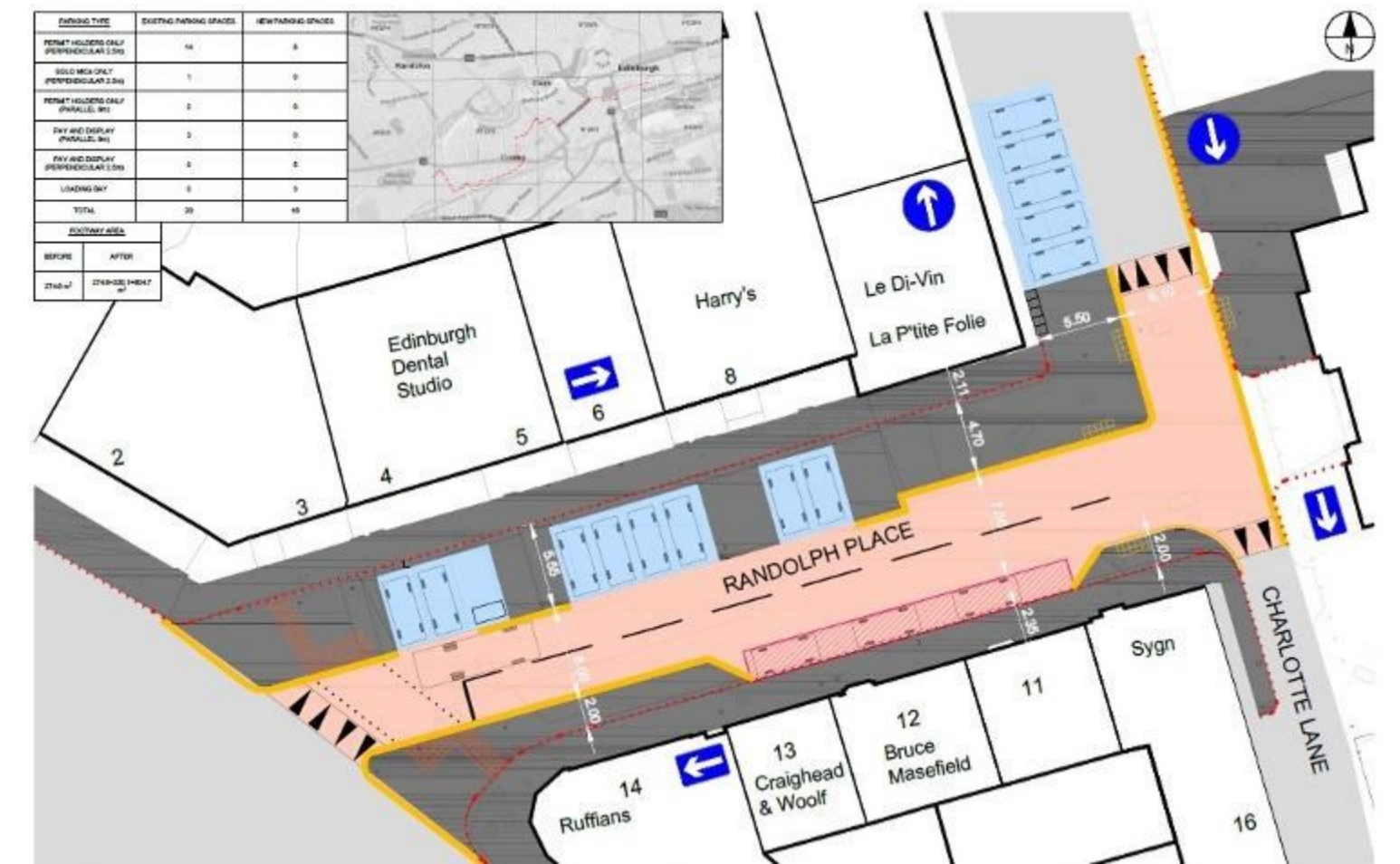
We developed three initial design options for Randolph Place (See images to right). We held initial discussions regarding these options with key stakeholders including local businesses, the West End Business Improvement District and the West End Community Council. Following these initial discussions we made several alterations based on the feedback we received.

We have discounted Option 1 (top right and below). This option was very unpopular with stakeholders for various reasons:

- There is limited pavement widening on the South side of the street
- End on parking introduces risk for people on bikes
- Parking alignment means cars will continue to dominate the environment

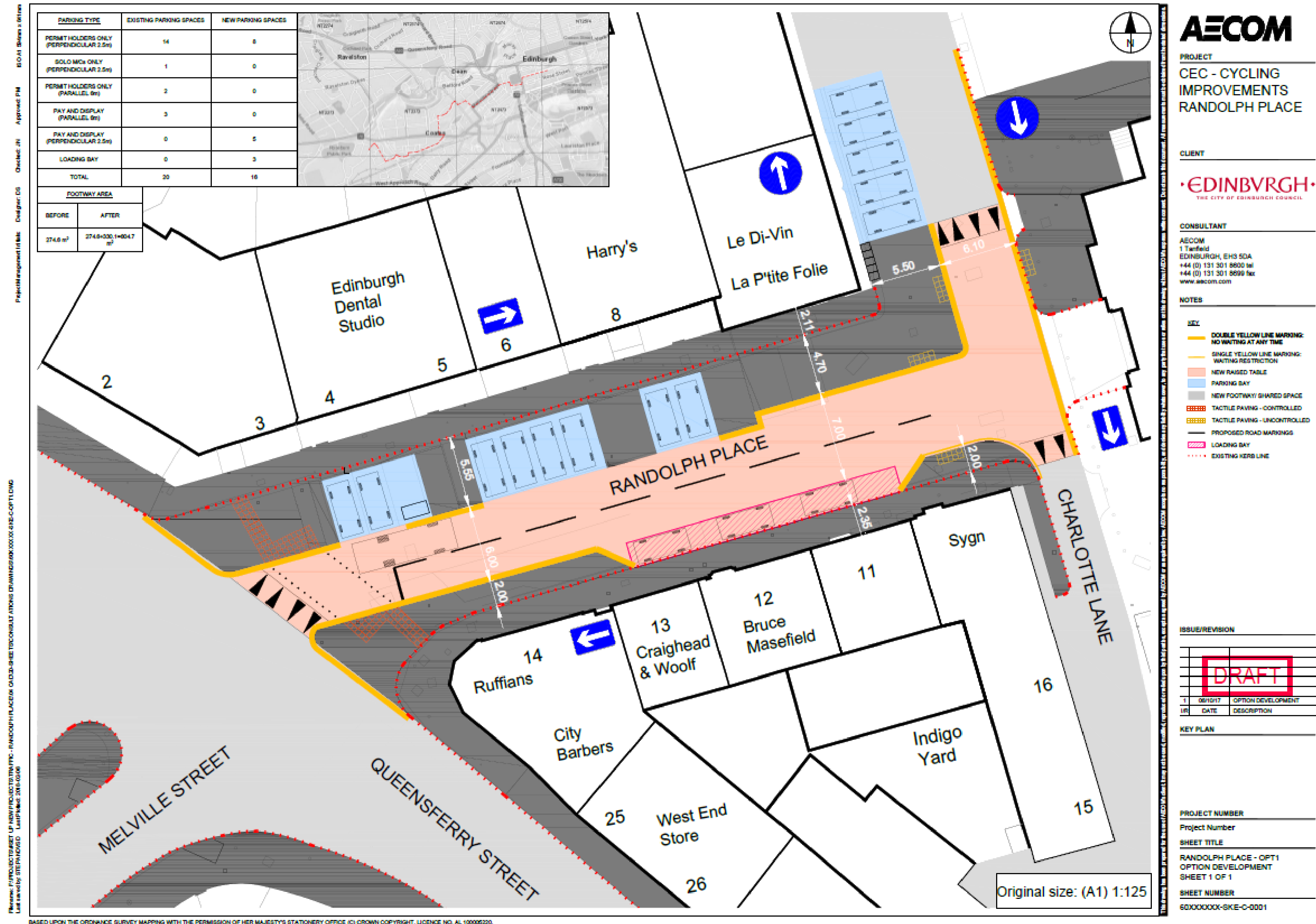
We have also updated Options 2 (middle right) and 3 (bottom right) based on feedback. In particular, several stakeholders suggested closing Charlotte Lane to traffic. As such:

- We have added an additional option which includes pedestrianising Charlotte Lane
- We have narrowed the carriageway in all options
- We have moved the parking on the North side of Randolph Place in Option 3



# Discounted Initial Option

This option has been discounted based on initial feedback from stakeholders



# Optioneering

Please look over the design options 1, 2 and 3 and fill in the questionnaire to tell us which you prefer, and any other comments that you may have. Each option has a proposed road layout, and a sketch design. The Proposed Road Layout sets out how each option will work. The Sketch Design provides an impression of what each option could look like. In all options we will look to introduce additional greenery, but the precise layout of this is yet to be decided and will depend on factors such as underground utilities, etc.

**Option 1** retains 2-way traffic on Randolph Place and One-Way traffic on Charlotte Lane while widening both the North and South footways.

**Option 2** retains 2-way traffic on Randolph Place and closes Charlotte Lane to traffic outside of loading within certain times. This would result in a pedestrian zone, similar to Rose Street.

**Option 3** introduces a One-Way restriction on Randolph Place meaning that all traffic would have to leave via Charlotte Lane. This option retains the greatest number of parking spaces.

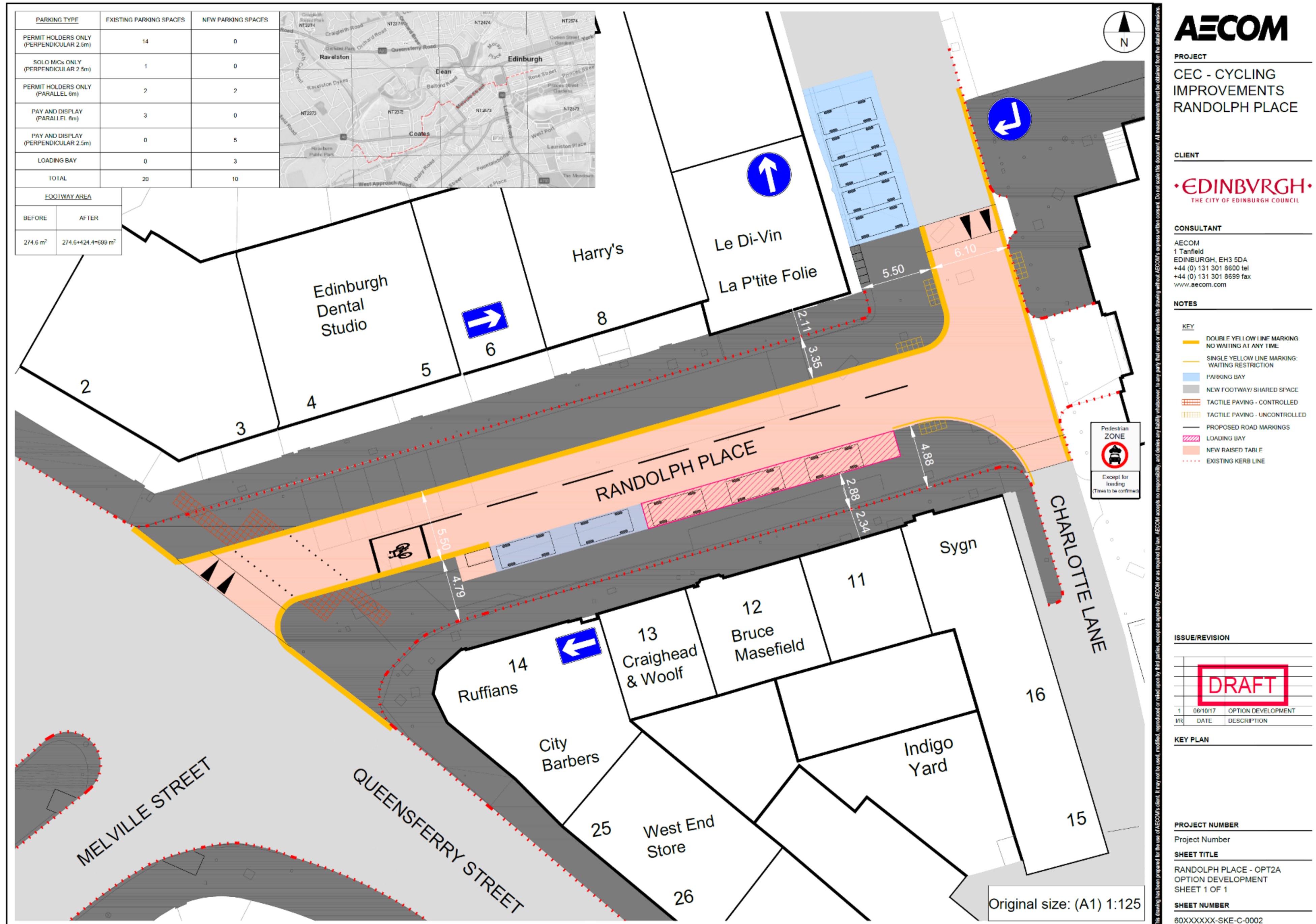
# Option 1—Proposed Road Layout



# Option 1—Sketch Design



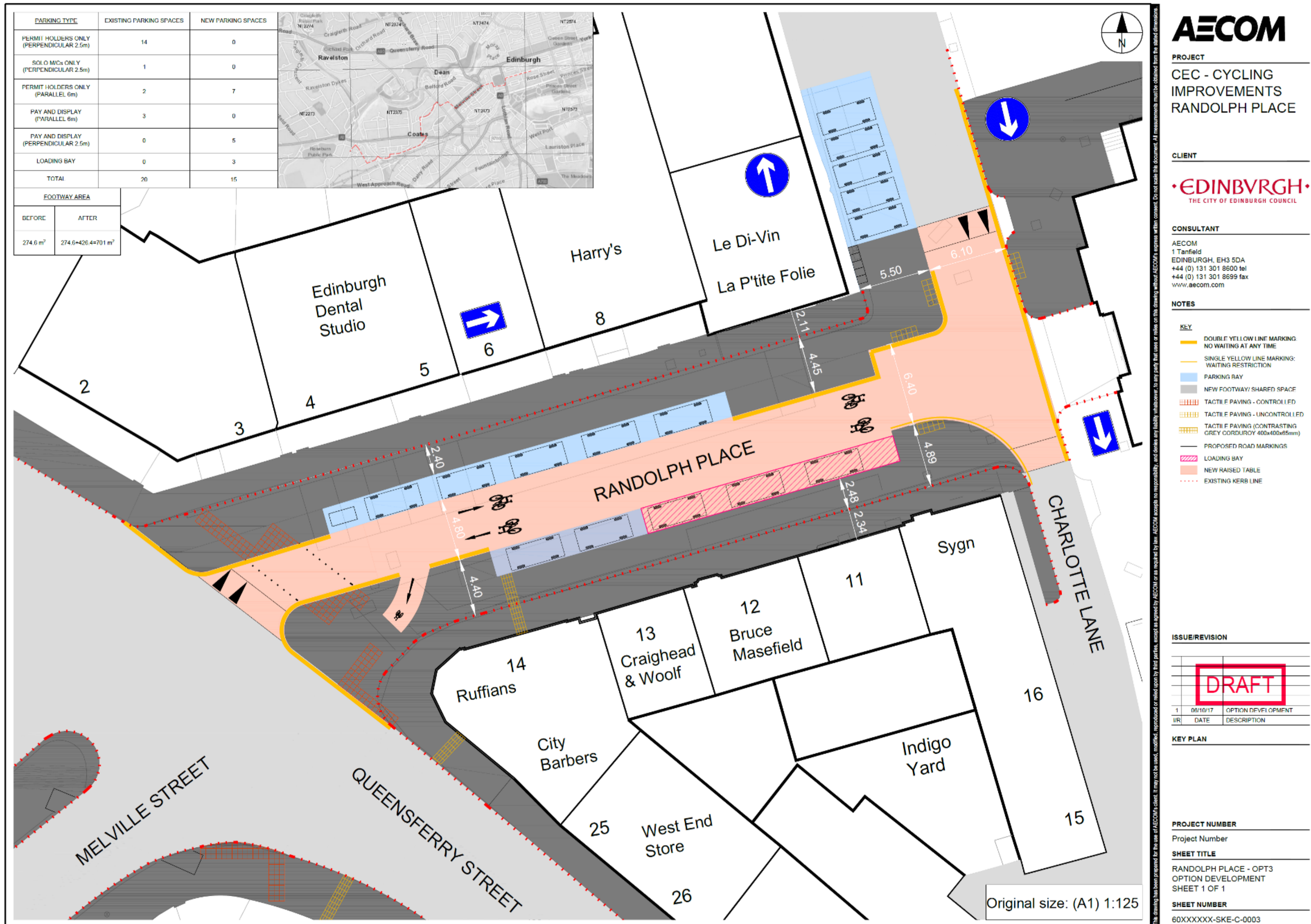
# Option 2—Proposed Road Layout



## Option 2—Sketch Design



# Option 3—Proposed Road Layout



## Option 3—Sketch Design

