
Rejuvenating Roseburn
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1. Introduction

Based on lessons learnt from Edinburgh's City Centre West to East Cycle Link and street improvements project (CCWEL), this paper explores the value of co-production of public realm improvements in Council led transport schemes.

CCWEL seeks to establish a safe, direct cycle route across Edinburgh city centre, from Roseburn in the West, to Leith Walk in the East. The route will link to the key transport interchange at Haymarket and form part of National Cycle Network (NCN).

The project aims to increase the modal share of cycling in the city for everyday journeys in line with Scotland's current transport agenda and Sustrans' match-funding criteria. Research suggests that mixing with traffic is a major barrier to more people cycling, so this project ensures users are protected from traffic along major roads by delivering segregated infrastructure.

However, due to perceived implications on parking, retail, and congestion, this project was initially met by strong local opposition, particularly concentrated around Roseburn. It generated vocal lobbying groups on both sides, motivated by enthusiasm or resistance to change. Partly in response to this a programme of consultation and engagement was established to develop high quality designs for public realm improvements in the affected area within Roseburn. This has come to be called: 'Rejuvenating Roseburn', a phrase coined by Roseburn Primary School's Headteacher.

Where previously the public discourse around CCWEL had consisted only of 'for' or 'against', the consultation process opened up a rich and varied array of opinions on how the public realm could be improved, which generated a more open and constructive debate. The potential for significant improvements to the area was identified and a process of co-production was initiated to develop designs. This began by taking on board local people's perceptions regarding the space as is, and ideas for how things could be better. Design options were then developed which responded to these suggestions, but critically, it was the suggestions that came first.

This paper explores this transformative process, identifying the increase in the level of 'buy-in' felt by the local community towards the overall scheme, and how the design developments genuinely responded to the needs of the end users.

2. Context

Situated approximately one mile to the west of the centre of Edinburgh, Roseburn feels like a gateway into Edinburgh city centre. It marks the transition from suburban villas to dense rows of tenement blocks, as the former Caledonian Railway line encouraged the building of housing, shops and services close to its stations. Connected to Haymarket Station and the city by what was the early coaching route, it remains a major thoroughfare from Corstorphine, Murrayfield stadium, the airport, and Glasgow in the west.

The area in question has a very prominent three dimensional quality, defined by two bridges over the Water of Leith. Roseburn's old bridge leads pedestrians into Coltbridge, and the 'new bridge', widened in 1932, ferries all the traffic on the main road into the city. The spaces created by the Water of Leith below give Roseburn a unique 'urban village' feel. However, the presence of so much traffic makes

Roseburn Terrace a noisy and congested area, which the CCWEL project aims to address through making active travel a safe and attractive everyday alternative to private vehicle use.

3. Roseburn Action Plan

The strong local concern over the CCWEL project can in part be credited to the unique community dynamics in the area: many of Roseburn's residents have firm local or familial ties and deep seated roots in the neighbourhood. Similarly, many of the members of the Murrayfield Community Council (MCC) are active members of various groups and take a real interest in the heritage and present upkeep of the area.

Therefore, it comes as no surprise that MCC proactively developed a local Action Plan in 2014ⁱ, which laid the groundwork for a dialogue on public realm improvements. The area of the proposed Action Plan stretches from the old railway bridge in the east along Roseburn Terrace to the west of the bridge across the Water of Leith to where Murrayfield Gardens joins Corstorphine Road.

The Roseburn Action Plan outlined a series of aspirations for the area, including improving the pedestrian surfaces, resetting where appropriate, maintenance and upkeep, drainage, and addressing the visual eyesore of the large communal bins. The pavements are cluttered with plastic rubbish bins'. There is a call for footpath widening, particularly around cafes, and even the suggestion of the Old Bridge accommodating a Farmers Market. Seating, located fittingly within the area, is seen as something that is lacking at present

In line with the aims of CCWEL, there is a clear demand for improvements, particularly since: 'the pavements are too narrow and the road too wide'. It ends by saying, 'there must be room for improvement in Roseburn'ⁱⁱ. It is this energy that the 'Rejuvenating Roseburn' project has sought to harness as part of CCWEL.

4. City Centre West to East Cycle Link and Street Improvements Project (CCWEL)

As a key part of Edinburgh's Quiet Routes network, CCWEL's aim is to provide a safe and direct cycle route through Edinburgh City Centre for less confident cyclists and those who may be concerned about mixing with traffic. The route will be segregated from traffic along main roads and will link planned cycle facilities on Leith Walk in the east, with the off-road path network at Roseburn in the west. The preliminary design for CCWEL was approved in December 2016 and the scheme proposals are now being further developed to detailed design during 2017-18 and construction is programmed to commence in 2019.

Planned improvements include cyclist and pedestrian priority at key junctions and significant improvements to the street environment, with dedicated public realm projects at Haymarket, Melville Crescent and Randolph Place, as well as Roseburn.

CCWEL	
Stage 1	Initial feasibility study (early 2014) – complete
Stage 2	Route development (2014-2016) - complete
Stage 3	Detailed design (2017-18) <ul style="list-style-type: none">• detailed scheme design for preferred route - ongoing

Stage 4	<ul style="list-style-type: none">• statutory procedures (Traffic Regulation Order + Redetermination Order)• tender preparation and procurement Construction (2018-20)
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The design proposals for CCWEL include several aspects which are closely in line with the proposals outlined in the Roseburn Action Plan. This includes: wider pavements and narrower carriageways; improvements to crossings; better pavement surfacing, and; potential places to sit. The CCWEL designs also included significant increases to the amount of 'Public Realm' – that is, public space which is not available for vehicles. This increase in Public Realm is focused around the Old Coltbridge and the Water of Leith, key areas for improvement in the Roseburn Action Plan.

The CCWEL project and the Roseburn Action Plan have several corresponding aims, however the Roseburn Action Plan was developed before the CCWEL proposals were known and thus started from a different context. Given the level of proposed investment in the local area, as well as the the obvious demand from the local community for improvements to the public realm, and the existing proposals for CCWEL there was a clear opportunity to work in partnership with the local community to ensure the final designs met their aspirations, and to encourage greater local buy-in for the project overall.

To this end, the project team embarked upon a process of consultation and engagement to co-develop designs for public realm improvements around the Old Coltbridge and the Water of Leith, taking the proposals within the CCWEL project (see Figure 1 below) as the starting point, and focusing on what the designs within the proposed additional public realm should include.

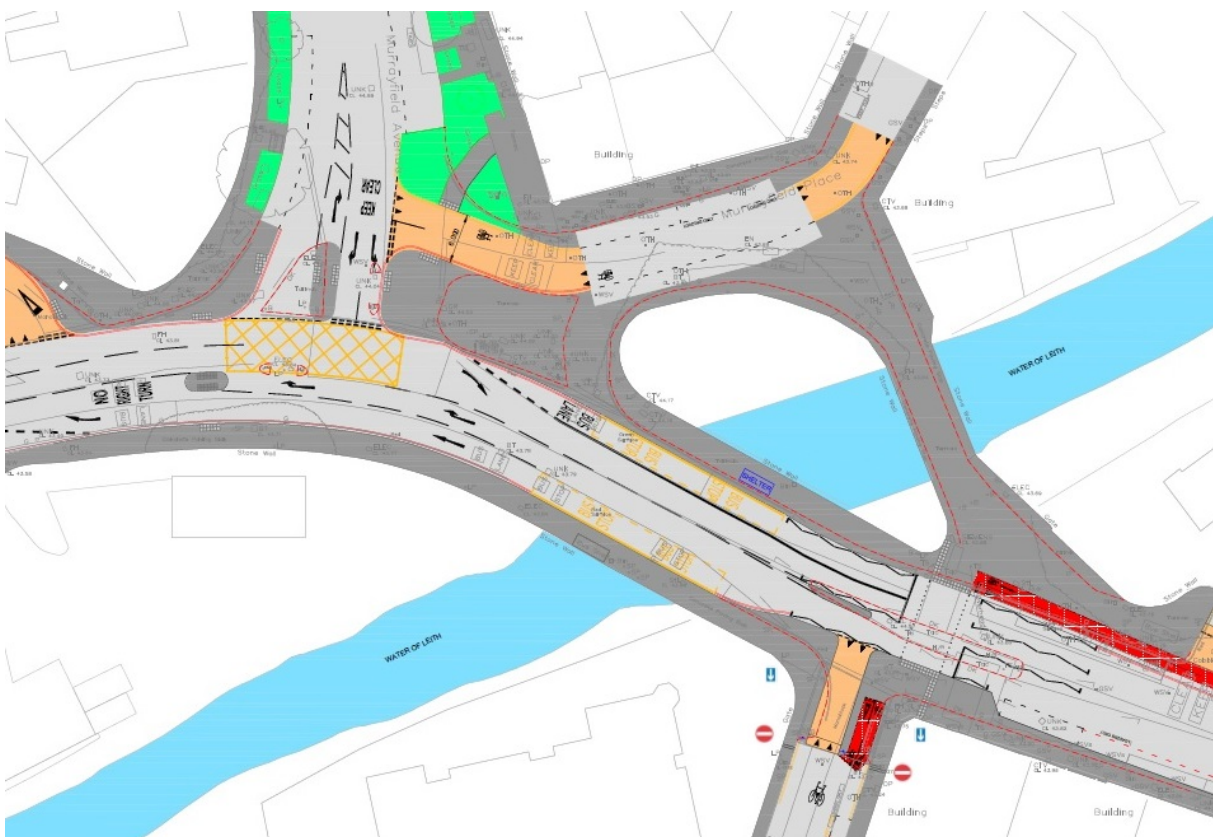


Figure 1: Changes Proposed In Roseburn under CCWEL Project

5. Consultation

5.1 The Approach: Co-Production and Partnership Working

“Co-production means delivering public services in an equal and reciprocal relationship between professionals, people using services, their families and their neighbours. Where activities are co-produced in this way, both services and neighbourhoods become far more effective agents of change”ⁱⁱⁱ

From the outset, the design approach was defined by the principle of co-production. This shifts the project ownership and design development away from traditional ‘consultation’ or ‘participation’ models in favour of a close partnership with the local community. Devolving power like this means that not only do local residents and users of the space have valid and meaningful input; they also define any transformations that take place in their own neighbourhood.

This manifested itself as a collaboration between key stakeholders and urban practitioners through formal and informal workshops, across a range of spatial scales. The profile of the CCWEL scheme, and the potential community asset of potential improvements to the area around Murrayfield Place meant it was deemed important to invest heavily in such a process.

Rejuvenating Roseburn Timeline

Generating Ideas and Input	10th October	MCC Meeting: Consultation Initiation Session
	Throughout Oct	Early Discussions with local residents and businesses
	24 th -26 th October	Engaging Young People — Roseburn Primary P1s, P5s & P7s
	7th November	On-Site Engagement with support from MCC
	Throughout November	MCC Meeting: Continued input from attendees during meeting Further Discussions with St George’s, Water of Leith Conservation Trust, and Council officers
Optioneering		Design Optioneering
	5 th December	Public Exhibition – Getting feedback on design options MCC Meeting: Gaining further feedback on design options from attendees
	9 th January	MCC Meeting: Provide update regarding feedback on initial design options
Design Development	Throughout Jan-Feb	Design Development
	28 th February	MCC Meeting: Provide update with developed design proposal

Design Proofing	Next Steps (Spring Summer 2018)	MCC Meeting: Provide update with final design proposal Online Consultation for Final Design Proposal
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5.2 Stakeholder Mapping – Establishing Partnerships

A unique aspect of CCWEL was the appointment of a Stakeholder Liaison Officer. Employed by the Council, but primarily concerned with developing a dialogue with local stakeholders, this provided a proactive presence in the area from the start. Relationships were established and reinforced as a gradual process of repeat interactions, particularly with Murrayfield Community Council (MCC) but also with local traders and residents.

The Roseburn Action Plan provided an effective starting point in understanding the key concerns and interests of local stakeholders. The Council's perceived agenda of channelling a cycle thoroughfare through the community did not resonate with individuals, but this document showed that there were clear areas of commonality. It was clear that the council could work with the local community on the project with a commonality of purpose.

The first task was to understand the project remit, and identify the primary stakeholders. A 'Stakeholder Mapping' exercise was carried out (see figure 3). Plotting all stakeholders on a matrix of impact against influence, it becomes immediately obvious who needs to be empowered through co-production (those in the bottom right), and who should be partners in co-production (top right).

It was clear that Murrayfield Community Council (MCC) were both influential, and highly impacted by the project, and on this basis they were established as key Project Partners for Rejuvenating Roseburn. From this point on project officers met regularly with members of MCC to discuss the structure and content of the co-production activity and MCC have had significant influence over the scope and nature of the consultation to date, and have played an active role in helping to run and facilitate various consultation activities.



Figure 2: Initial meeting with Murrayfield Community Council (MCC) in Roseburn

5.3 Channels of Communication

The CCWEL project already had established means of communication, including an online web-page, and a mailing list through which regular project updates were disseminated^{iv}. Though these existing communication channels have been useful platforms they were seen as too general. As such, an additional Rejuvenating Roseburn web-page was established which would provide up to date information about the project. This was complemented on the ground by MCC through their community noticeboard and social media channels.

In addition, the bi-monthly meetings of MCC have served as a key point of contact with the local community allowing project officers to invite feedback, and provide updates on progress within a neutral, space. Project Officers have attended every meeting of MCC since Rejuvenating Roseburn was initiated. This has been extremely useful, and has served to formalise and legitimise MCC's role as Project Partner, rather than 'consultee'.

Various presentations have been given at MCC meetings and in all communications it has been vital to describe the project succinctly and in plain English, including visuals where possible.

5.4 Defining the Scope

Since the kerb re-alignments had already been established as part of the earlier CCWEL design developments, and reliant on the formal TRO process for change, the scope was already partially defined. Within this, the budget and possibilities were open enough to have an honest agenda for receiving comments. At this stage, nothing was being promised, but it instead gauged interest and enthusiasm for change.

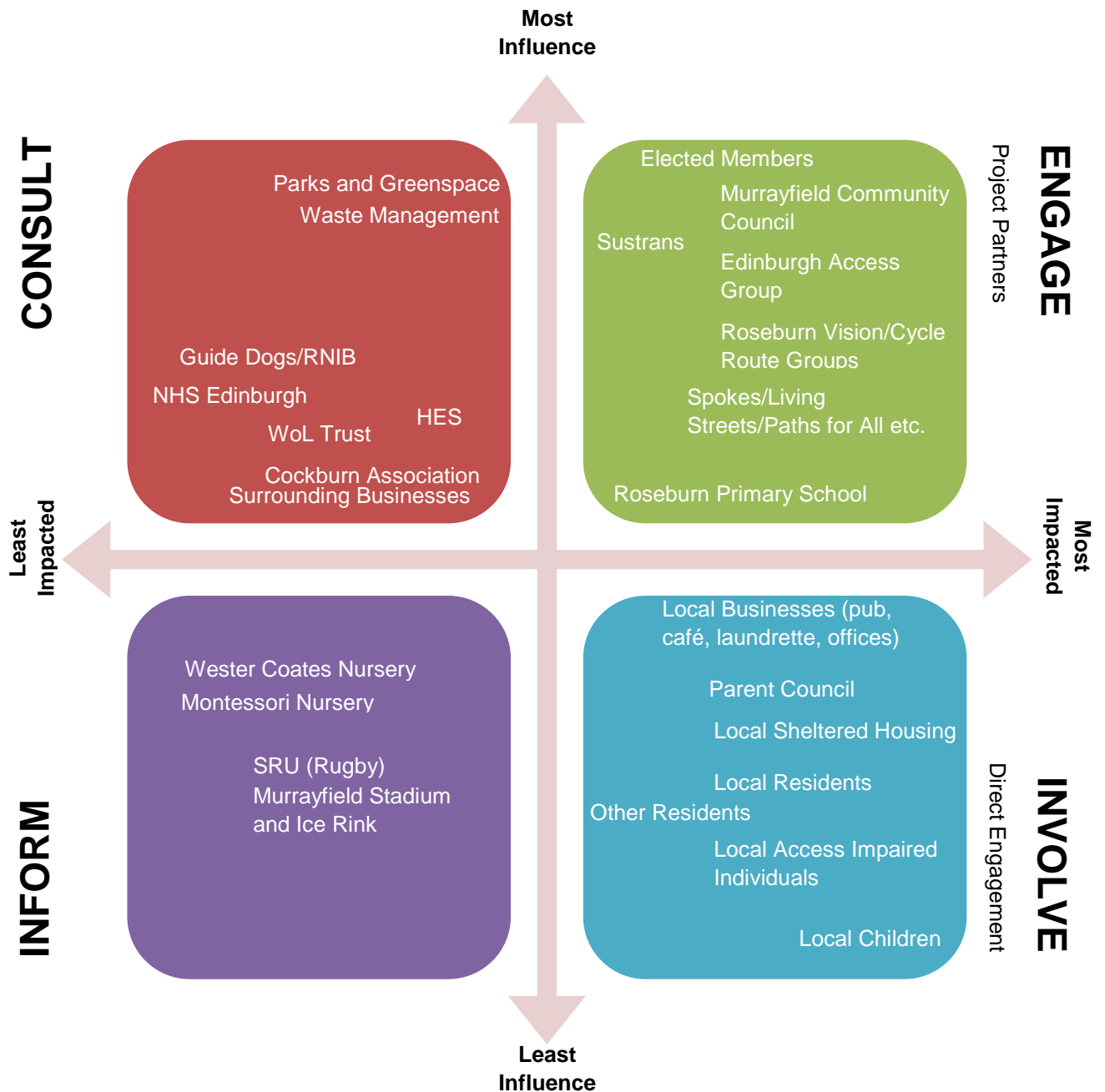


Figure 3: Stakeholder Impact Matrix

5.4 Project Initiation: Co-Defining the Scope

The first event took place at the meeting of MCC on Tuesday 10 October 2017. This initiation event was focussed on capturing and mapping the varied array of perspectives related to the area around the old Coltbridge within the local community. It was intended to demonstrate the diversity of opinions within the local community towards the space in question, and to generate key themes, and initial ideas for improvements to be captured in the designs.

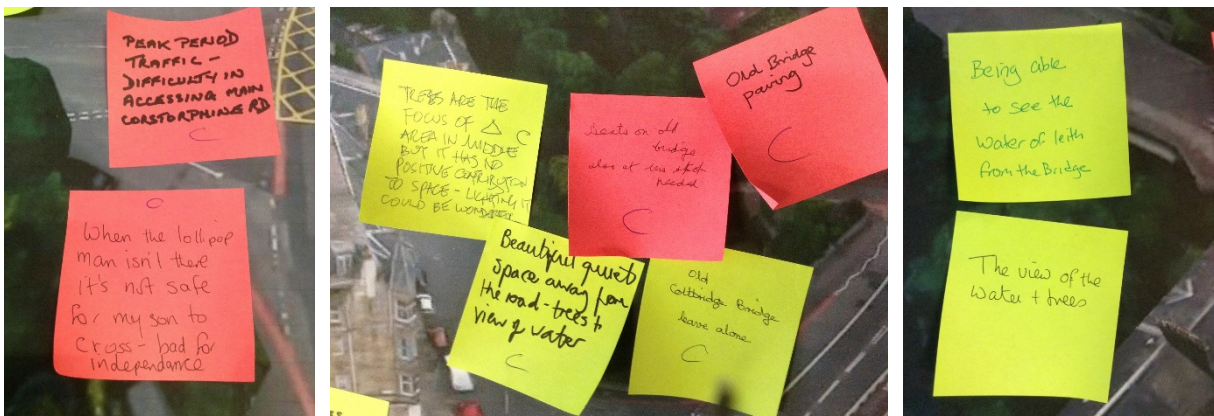
This was achieved by running two exercises. In the first exercise participants were given maps of the local area, and invited to place post-it notes on specific locations highlighting aspects that they liked, or didn't like about the space as it currently is.



This helped the project officers understand the needs and wants of the community, and also began to highlight themes that would recur throughout the project. These included appreciation for the local heritage and natural environment, particularly sheltered areas away from the road and views over the Water of Leith. Issues raised included traffic dominance, and the missed potential of the area, with a lack of seating, narrow pavements, and congestion.

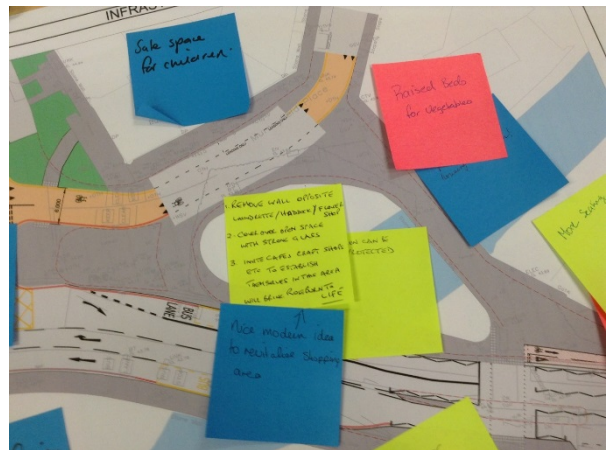
This exercise also demonstrated a rich variety of opinions within the local community, with some post-it notes showing directly contradictory statements. This helped to break down perception that the Council was *inflicting* something upon the community, and helped to move the discussion to one of co-operation between all parties, rather than conflict between Council and public.

Attendees were receptive to the format of having an unregulated space where loud voices didn't dominate, and everyone had an opportunity for input.



This opened the discussion for suggestions for improvement, which was the role of the second exercise. For this, there were large print outs of the space, showing the changes to road and pavement alignments proposed by the project, welcoming suggestions for things that should be included.

There were broad comments on things like additional greenery and soft landscaping, as well as seating and a farmers market, but also focussed comments on particular spaces. These focussed suggestions showed a real local understanding, and included visions for the Old Bridge, the area in front of the shops, and the walled folly to the Water of Leith.



The event provided a chance for the project officers and community to explore both barriers and opportunities in a public forum. It was well attended, with the profile and controversy surrounding the CCWEL project generating strong local interest. Output from the initiation event provided a springboard for early discussions and laid the groundwork to help prepare for the conversations that would follow as part of the co-production process. See Appendix 1 for all feedback responses.

5.5 Empowering Young People: Children as Agents of Change

“Children are a kind of indicator species. If we can build a successful city for children, we will have a successful city for all people”^v,

Enrique Penalosa, former Mayor of Bogota

Before starting design proposals, it was important to understand how the space works for its most vulnerable users. The project space is traversed by school and nursery children going to Roseburn Primary School, St George’s School for Girls, and a number of pre-school centres. Additionally, the neighbourhood is populated by a significant number of elderly people and retirees. Sheltered housing units overlook Murrayfield Place, meaning the space should cater for residents with limited mobility.

Rejuvenating Roseburn accepted that, if the outcome caters for children, with their limited range, naivety and unhurried pace, it will, provide for other vulnerable groups as well. This thinking is supported by a number of influential urban practitioners, such as Enrique Peñalosa (above), and Jerome Frost, Director of Arup who stated: *“By highlighting children’s needs, we will be helping to solve other urban challenges, leading to cities that are better for everyone.”^{vi}* Therefore, young people were a major focus of the engagement.

Across the 24th, 25th and 26th of October three classes from Roseburn Primary School took part in day-long workshops to explore potentials for the area. The children were from P1, P5 and P7, with over

90 children taking part. This school was chosen, as Murrayfield Place lies directly in the catchment area, and many of the children pass through the space on foot on their route to school.

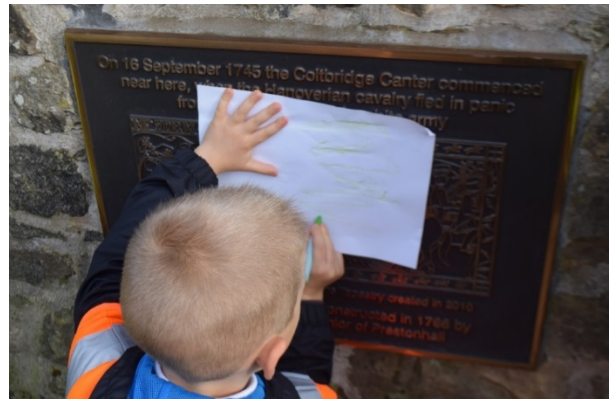
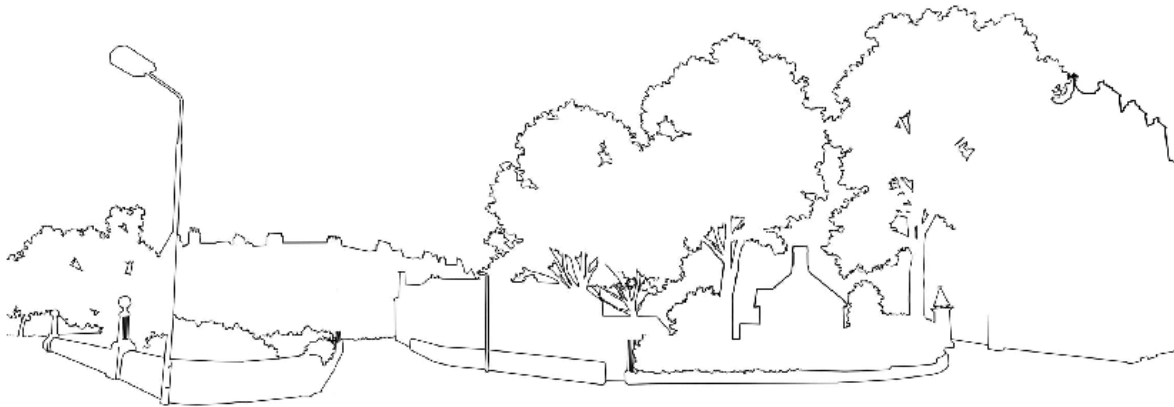
The age-groups each tackled different themes in their workshops, with activities adapted as appropriate for the age of the class. Each of the days were structured with an indoor workshop exploring the theme, a practical exercise on site, and a concluding design workshop in the classroom.

Primary 1 – My Perfect Place

Primary 1 explored what defines a good place. In the first exercise the children worked with various materials to create a collage showing their 'Perfect Place' with a concluding 'show and tell'. Following this, the children walked to the Project Space and collected rubbings and leaves to use in the afternoon session.

In the afternoon the children had a simple outline of Murrayfield Place and were encouraged to design how they would like it to be, incorporating rubbings and dry autumnal leaves collected on site. This helped them to hone their output into a site-specific group collage. Key themes emerged with a particular focus on quiet places to sit, greenery, play, water and lighting.

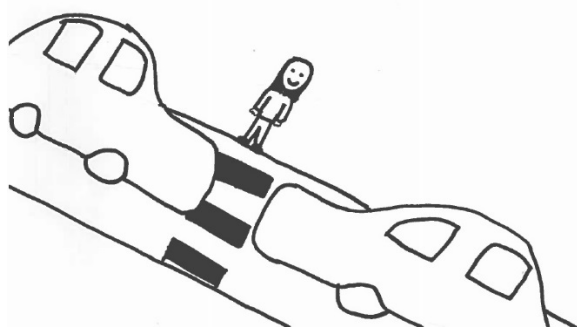




Primary 5

The overarching theme for Primary 5 was movement and mobility. They were tasked with creating courtesy signage to encourage considerate movement in the shared space where cyclists joining the CCWEL will interact with pedestrians on the Old Coltbridge. This was followed by an exercise on site where children were encouraged to design the space themselves. To do this they utilised colourful chalk along with the Sustrans 'Street Kit', a set of interlinking scale blocks which can be turned into benches or planters, along with astroturf rolls, fake plants and trees.

Outside in the project space rolls of AstroTurf transformed the tarmac, and chalks gave the children an opportunity to transcribe their ideas directly onto the space. A relay exercise using street furniture as natural speed controls served to focus ideas around safe movement, while the rest of the session gave the children freedom to experiment with different arrangements. Watching the children play without any prescribed agenda showed an immediate tendency to create shelter from the main road, more places to sit and spaces for play.



YOU DON'T
HAVE NINE
LIVES





This activity on site was followed by a classroom design exercise where the children used the Sustrans Model Street Kit. The kit is at scale 1:500, and includes miniature street furniture, including benches, planters, trees and people. Using a large map of the site, and plasticine to allow creativity, the children redesigned the project space in line with their activities on site. Many key themes re-emerged, and the explanations offered by the children provided real additional value.

Their designs included more trees, because they provide shelter, encourage wildlife, and increase a general feeling of happiness. Interestingly, research supports this. Urban greenery particularly benefits old and young, tackling age-related inequality while improving health.^{vii} Their designs also included play and recreation in different formats, sometimes formal play equipment, sometimes just the arrangement of street furniture in an unconventional way.



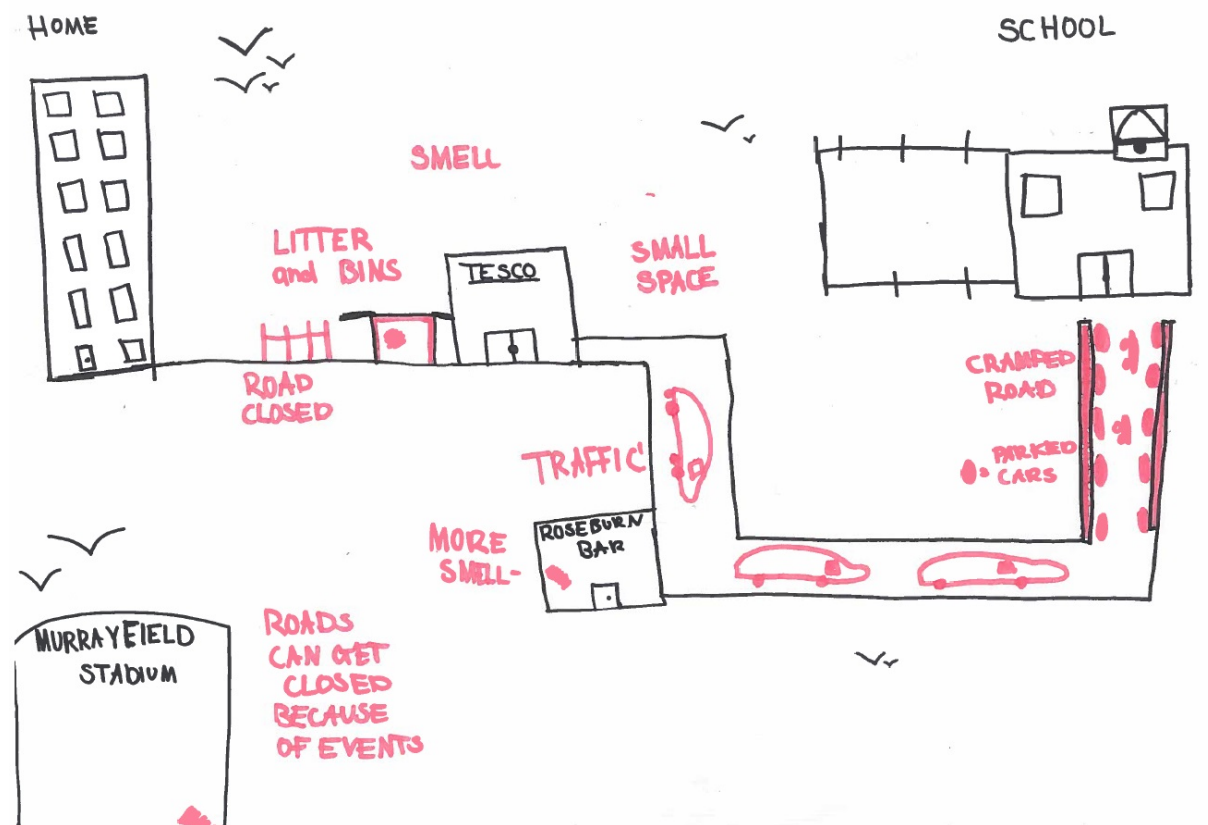
Primary 7

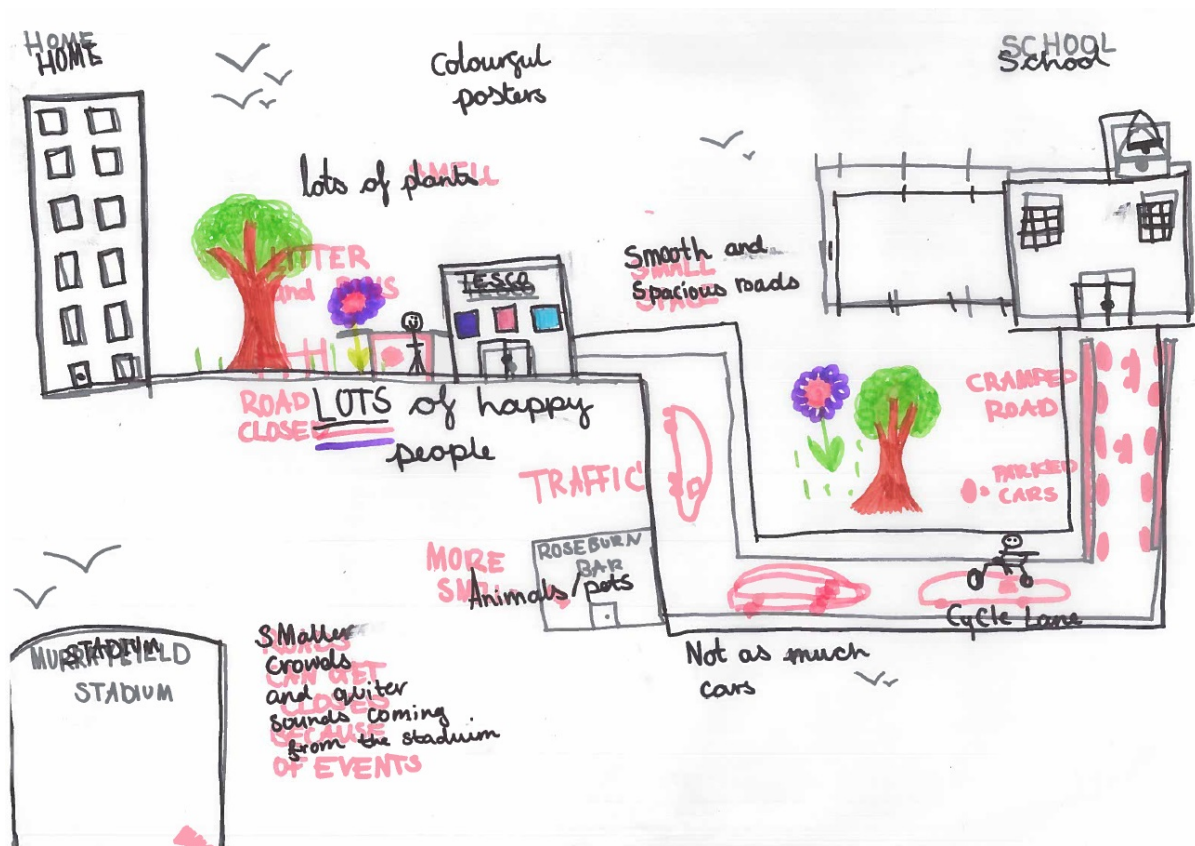
Primary 7 drew cognitive maps of their routes to school drawing out aspects of their journeys that were memorable as positive or negative experiences. This helped to show whether the local area currently

allows everyday freedoms, such as children's ability to travel safely on foot or bike and without an adult to school, or the park. The cognitive maps didn't always directly illustrate the project space, but they showed the peripheral network of spaces and streets which feed into the CCWEL route.

The children initially drew their journey to school, with positive and negative aspects in different colours. They then used tracing paper to redraw the route with their ideal improvements. Bins, congested streets and their associated noise, smell and inconvenience came up regularly, and were often countered by the introduction of greenery, points of interest, and open space. It was interesting to note that some of the children included a separate cycleway among their ideal improvements for the space, highlighting local demand for projects like the CCWEL which had previously gone unheard.

Following this the Primary 7 pupils ran through the same workshops on site, and in the classroom as had the Primary 5s, utilising the Sustrans Street Kit in the project space, and the Model Street Kit afterwards in the classroom to capture design ideas. Themes related to greenery, places to sit and shelter from traffic continued to re-emerge.





5.6 In-Situ – On Site Engagement with Support from Murrayfield Community Council

November 7 – Generating Ideas and Suggestions

Having a continued presence on the site helped prioritise important elements from a local perspective. Following the school workshops, relationships with parents and MCC developed, and a further on-site engagement session took place on Tuesday 7 November. This date was specifically chosen so the session, could be followed by a workshop at MCC's meeting that evening.

At this event the output from the previous initiation session, and the work with primary school children, were both displayed for the public, while people were encouraged to continue adding 'likes', and 'dislikes', as well as suggestions for how the project space should be, on top of those previously collected. See Appendix 1 for all feedback responses to this exercise.



On site for a full day, the event caught passers-by, and was well publicised so that anyone had a chance to contribute with the format focussed on gathering input. The physical space was set out with features from the Sustrans Street Kit, to suggest what changes to the project space could look like, and refreshments were provided by local businesses.

The November event also featured two additional means of generating feedback compared to the initiation session.

The first was the 'Place Standard Tool'^{viii} (see Figure X below). This highlighted areas where the space is performing well, and the areas where the space is performing poorly. The Place Standard Tool made clear that many people felt the project space could be improved in terms of:

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

The second additional means of feedback was to provide large outline plans of the project space to allow attendees to sketch their ideas out (see Figure X below). This allowed community members to visually illustrate ideas, and avoid misinterpreting written suggestions. Suggestions and ideas from the on-site workshop reiterated earlier comments related to the importance of greenery, heritage, protection from traffic, and community use.

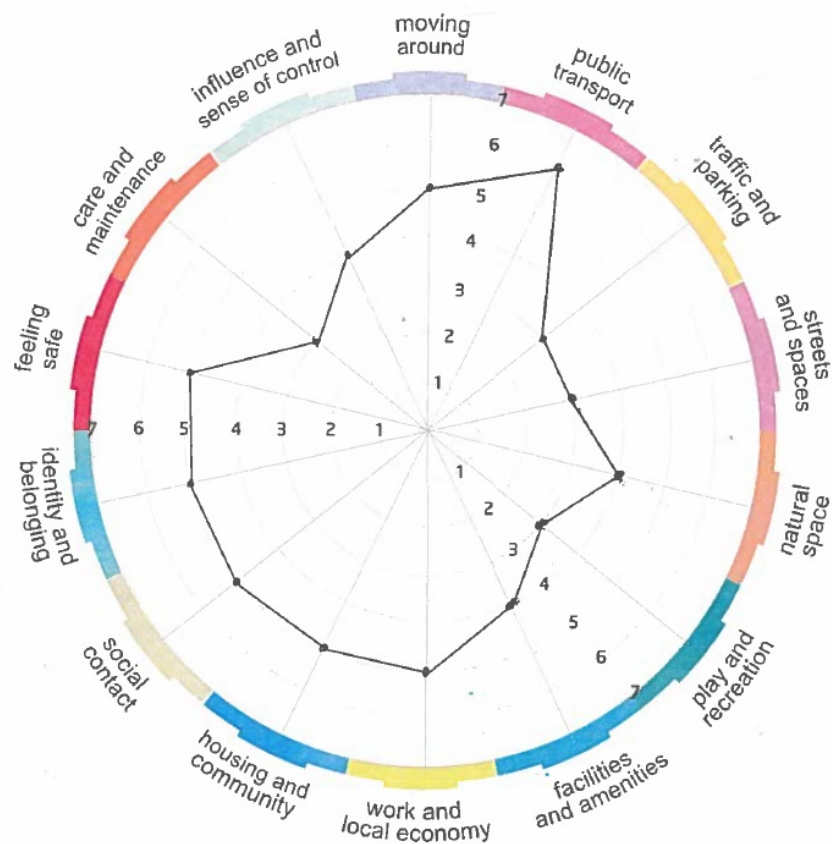


Figure 4: Collated Feedback from Place Standard Tool

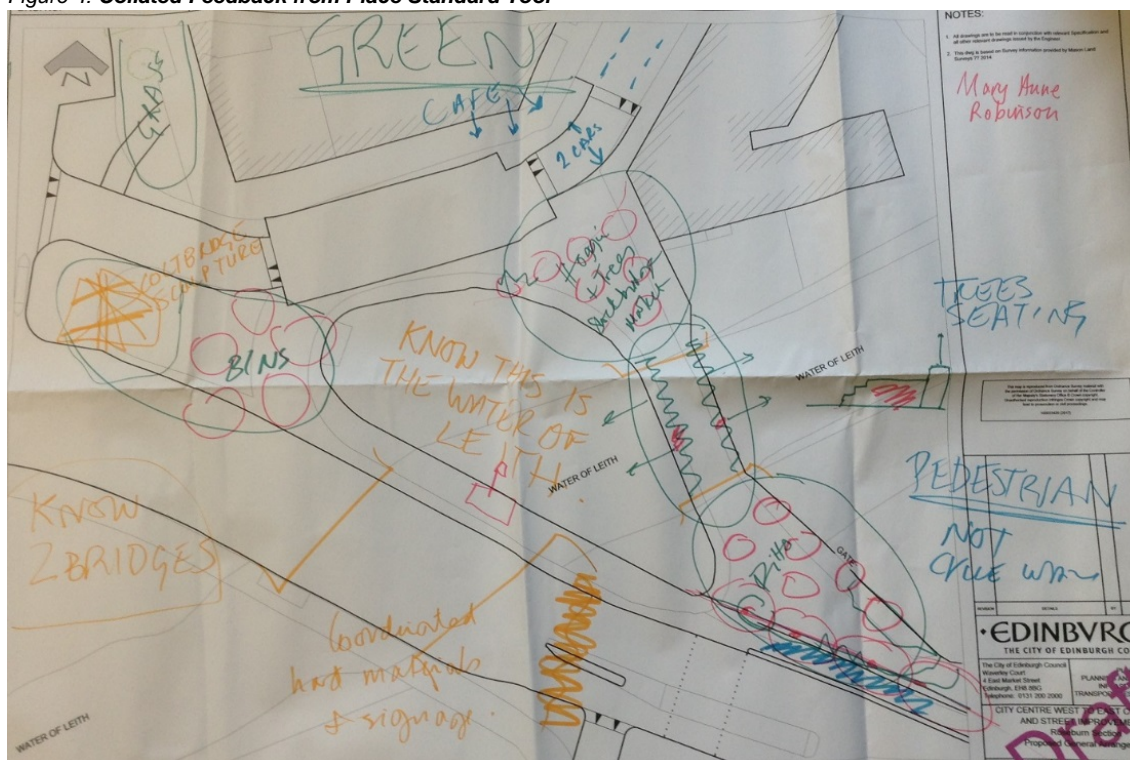


Figure 5: Design Feedback Illustrating Ideas

5.7 Design Optioneering

Over the following month, the project officers went through a comprehensive process of compiling the feedback and input from different members of the community and from various events.

The first stage of this process was a grouping exercise, where comments and opinions on the present site and its future potentia were grouped into themes: heritage, nature, community and recreation.

- **Heritage** will underpin the design, responding to, and enhancing, the local context of the Conservation Area and wider context of Edinburgh.
- **Nature** requires a consideration of the Water of Leith and its ecology, enhancing the existing greenery to soften the space and screen the road. Design suggestions include planters, sensory flowerbeds, tree canopies, etc.
- **Community** awareness encourages the provision of community amenities, such as a notice board, bin screening, cycle parking, and seating to encourage local use.
- **Recreation** incorporates suggestions for flexible space that caters for events throughout the year, such as the suggestion for a Farmers Market.

Using these themes, it was possible to start a high level design process. This began with a zoning exercise, using the themes to interrogate the spatial potentials of the site.



Figure 6: **Zoning Options 1, 2 and 3**

The design zoning options identified different priorities in different areas, and allocated space accordingly. The bin stores, seating provision, signage/artwork and planting were shifted on each option to fit in with the different priorities.

Option 1 prioritised flexible space, including on Murrayfield Place and the Old Bridge, with greenery and seating providing shelter from the main road. Option Two maximised greenery, with the flexible space tied to commercial use to the North of the Old Bridge. Option Three struck a balance between all uses, with flexible space on the new public realm to the West and a more overt design for slow and safe interactions between users on the Old Bridge.

Illustrative sketches were produced to support these zoning diagrams, and allow the community to visualise the implications of one option over another.



Figure 7: **Illustrative Sketches for Options 1, 2 and 3**

December 5th – Community Input on Design Options

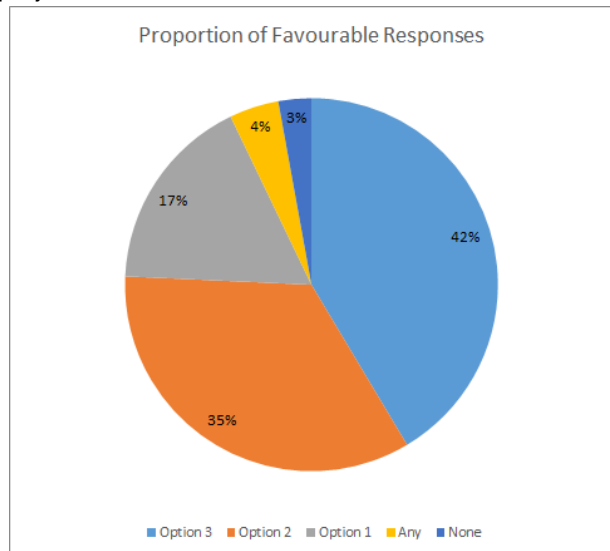
Once the three options were developed, another session was held on site on Tuesday 5 December. Again, this date was chosen to be followed by a workshop at MCC's meeting that evening. Meetings of MCC provided a structured timeline, and a regular point of contact for the ongoing development of the designs.

The three options were presented as flexible and project officers and volunteers from the Council and Sustrans spent the day on site facilitating discussions. A visible presence on site encouraged people to contribute and the drawings acting as a springboard for comment. During these exhibitions, attendees were asked which of the options they preferred, and which bits they liked or didn't like about each design.

Comments included:

"All look great. The more space can be used for community the better"

"Like the idea of space for market, combined with features for seating, also idea of area for children".



The event generated 57 responses including the evening session with MCC. From these responses Option 3 was most popular, though Option 2 performed well. Some people would be happy with any of the options, while very few said they liked none of them. This was an encouraging development, suggesting that positive responses eclipsed negative feeling towards the project.

The project team returned to MCC's meeting on Tuesday 9 January to provide an update on the results of the optioneering exercise, and initiate Design Development based primarily on Option 3.



Figure 8: **Community members taking part in Options Appraisal on-site**

6. Design Development

During January and February a draft design was developed based on Option 3, but taking account of other aspects that people liked as well (see Figure X below). The design components were discussed with key stakeholders within the local community and other teams in the council to establish a feasible solution. Using the favoured option, it was possible to investigate potential challenges and obstacles to realising the design on site, such as maintenance liability, underground utilities, and ecological restraints.



Figure 9: **Draft Rejuvenating Roseburn Design based on Option 3**

This design was presented at the last MCC meeting on Tuesday 27 February, demonstrating the latest iteration of design development. The design, along with a full report on the consultation process, and design development to date are all available on the Rejuvenating Roseburn web-page.

Every aspect of the design of the public realm (after taking the CCWEL changes as a starting point) came from suggestions from the local community. In this way the local community has been an active participant in the design process, and has a key stake in the project's delivery.

As a project based on principles of co-production it may go beyond what Council structures can maintain. There are some aspects of the final design which will be maintained by local businesses or members of the local community – depending on demand. The design will include space for market activity, and a strategy will be developed to outline what kind of traders can use this space according to local demand.

8. Conclusion - Legacy

The radical shift in public perception of the project can be accredited to a number of things, but primarily the consistent presence on site and willingness to work with the local community's needs and priorities, which ensured that there was genuine buy in to the final design.

The success of the project will be seen in how the space is used. If the community are actively involved in maintaining additional greenery, in a space used by children and the elderly, as well as people on

bikes, that will be a marker of success, not just for the Council, but for those within the community who have been involved in the project as well.

9. Appendices

Appendix 1: Responses to Initiation Sessions

General – Comments by Theme:

Like		Don't Like	
Parking	<ul style="list-style-type: none"> • Parking • Parking • Parking for shops • I like the parking – to help customers stop and load to get to the shops • Number of parking spaces need to stay • Space for parking for shops 	Traffic	<ul style="list-style-type: none"> • Fumes of queuing traffic • Traffic jams now • Traffic jams all day • Noise of traffic • City bound traffic v. slow due to use of lanes • Dislike peak hour traffic • Congestion / Pollution • Too polluted for sitting for any length of time
Natural Environment	<ul style="list-style-type: none"> • Trees and water of Leith • Greenery • Greenery on cityscape • Trees • Trees 	Pedestrian Environment	<ul style="list-style-type: none"> • I like to walk, pavements need improved • Important through route for pedestrians to – from town • Narrow Pavements • Nowhere to sit • Cycles without bells – cyclists on pavements v speeding taking no account of pedestrians • Dangerous on foot (and bike) crossing when traffic busy
Potential Opportunity	<ul style="list-style-type: none"> • Nice buildings, trees, with great potential for better public use • Opportunity to create a place of pride • Great opportunity to turn Roseburn into lively buzzy area 	Local Environment	<ul style="list-style-type: none"> • This area is an entirely car-determined/ car priority area rather than what it could be – a local square for everyone • Looks tired and uncared for • Not enough open space at present • No trees on/ near pavement
General Environment	<ul style="list-style-type: none"> • Surprisingly pleasant suburban area considering how near to town it is • Open Space • Taking friends for walks 	Cycling Environment	<ul style="list-style-type: none"> • Possibility of cycles crossing main flow of traffic • Not enough bike stands
Retail	<ul style="list-style-type: none"> • Local shops • Local shops 	Parking	<ul style="list-style-type: none"> • Parking • Parking
Other	<ul style="list-style-type: none"> • Nothing much wrong with it as it is 	Other	<ul style="list-style-type: none"> • Crowds going to & from Murrayfield Stadium • Congestion

Particular Area – Comments by Theme

Old Coltbridge			
Like		Dislike	
View of WoL	<ul style="list-style-type: none"> Looking at the river on good day View over Water of Leith, Papes Cottage, Plaque, Planters The view of the water and trees Being able to see the Water of Leith from the Bridge Beautiful quiet space away from the road – trees to view of water 	General	<ul style="list-style-type: none"> Old Bridge Paving Seats on old bridge also at bus stop needed Rubbish and food bins Can feel hemmed in by parked cars at bridge entry/exit
The Old Bridge	<ul style="list-style-type: none"> The Old Bridge Old Coltbridge, Leave Alone The gentle traffic across bridge at the moment Like the planters on the Old Bridge 		
7th November			<ul style="list-style-type: none"> Community bins often full and smelly and overflowing

Murrayfield Place			
Like		Dislike	
General	<ul style="list-style-type: none"> Is a nice sheltered zone just now Is there really room to have a pedestrian area with even a small road way for cars Good café, pavement too narrow for outside seats 	Parking	<ul style="list-style-type: none"> Too many cars parked, makes it hard to see around corner on Murrayfield Place

Murrayfield Avenue			
Like		Dislike	
Natural Environment	<ul style="list-style-type: none"> Like trees on Murrayfield Avenue 	Crossing Safety	<ul style="list-style-type: none"> Crossing without lights Increasingly dangerous to cross Murrayfield Avenue. Cars often on wrong side of road. Traffic uncontrolled crossing When the lollipop man isn't there it's not safe for my son to cross – bad for independence Dangerous crossing

		Vehicle Access	<ul style="list-style-type: none"> Peak period traffic – difficulty in accessing main Corstorphine Road
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Roseburn Terrace			
Like		Dislike	
Crossing	<ul style="list-style-type: none"> Staggered road crossing is essential Double crossing vital 	Crossing	<ul style="list-style-type: none"> Lack of crossings
Bus Stops	<ul style="list-style-type: none"> Having the Bus Stops where they are 	Parking	<ul style="list-style-type: none"> Parking on Roseburn Terrace at Rush Hour

Initial Ideas and Suggestions – October 10th

General – Comments by Theme

Greenery:

- Bulbs, wild flowers, more planters, no raised pavements
- Raised beds for vegetables
- Need for more soft landscaping
- Planters shaped like cars
- Plant pots are nice
- Bulbs v wild flowers in grassed areas
- More planters instead of rubbish bins
- Planting, sculpture paved remove parking

Bike Parking:

- More space to lock bikes
- Bike racks
- More space to lock bikes please! Ones by bus stop not enough
- More bike racks

Seating:

- Sociable seating for sheltered housing in open air
- More seating
- Seating facing Water of Leith

Other:

- More lighting
- Safe space for children
- Like for pedestrians only
- Farmers market

Location Specific – Comments by Area

Old Coltbridge:

- 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
- Leave Coltbridge for pedestrians only
- Bridge over the river for only pedestrians is best further

Murrayfield Place:

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

- What's all this pedestrianizing for? Not needed
- Hide bins behind the high hedges
- Special brief times only for parking of very long flower vans to keep things moving
- If you remove the cut through from Murrayfield Place to the main road you'll get jams on Coltbridge Terrace etc etc

Murrayfield Avenue:

- Traffic lights may be needed?
- A nice clear crossing for the children when no lollipop available

Water of Leith:

- Trees are the focus of the triangle in the middle but it has no positive contribution to space – lighting it could be wonderful
- 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. Substation can be protected.
 - *Secondary post-it stating:* Nice modern idea to revitalise shopping area

Roseburn Terrace

- Take care with width of bus shelter on bridge access for pedestrians, buggies wheelchairs to pass
- Potential for café in former bank at edge of Roseburn Cliff. Lots of space for summer tables outside Papes Cottages.

Initial Ideas and Suggestions – November 7th

General

- Shorter loading period so finish before peak time of school run
- Keep filter for cycles
- Space for craft. Market space for pop up crafts
- Sat/Sun Market as in Stockbridge Sunday Market
- More trees & plants & flowers – a feel of nature. More seating to enjoy the view

Location Specific

Roseburn Terrace

- Hanging Baskets on Roseburn Terrace would be nice

Old Coltbridge

- Increased Maintenance on Old Coltbridge & of all green infrastructure
- Cobbles back please
- Bench
- Seating & planting
- Pop up farmers market
- Love the idea of a farmers market
- Safe space for kids to play would be nice

Murrayfield Avenue

- Pedestrian crossing AND keep the width so less tail back on Murrayfield Avenue
- Pedestrian Crossing on the side of Murrayfield Avenue, especially for which will ease the congestion

Water of Leith

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

- Use conservation of the Water of Leith as reference

Appendix 2

Sustrans' Community Street Design Process

Scope and plan	Area Wide Project Officer spends time understanding the community and its needs. Map and analyse stakeholders and assets, create process and communication plans and learn from previous projects.	Site visits
Co - Discover Mapping demand	Area wide With the wider community, explore both barriers and opportunities available locally.	Initiation 10th October Murrayfield Community Council Meeting
	Priorities and agreements Prioritise the opportunities and /or issues. Use prioritisation and visioning events to reach consensus.	Early Discussions With local residents and businesses
Co - Develop Refining issues and opportunities	Local stakeholder engagement Identify key stakeholders to support implementation, drawing in specific expertise and champions.	Discussions Water of Leith Parks and Greenspace Localities Local businesses
	Refined opportunities and constraints With the key activities selected, focus engagement events on developing the ideas further.	
Co - Design Design and feedback	Community design workshop Practical workshop to design the solution in detail.	Engaging Young People 24th–26th October Roseburn Primary P1s, P5s & P7s On-Site Engagement 7th November Old Coltbridge with support from MCC
	Design vision Using the outcomes from the workshops, decide on a process for feedback and continue to present it back to the community.	MCC feedback

Co - Deliver Deliver	Detailed Design If appropriate, trial aspects of the design and use feedback to improve it. Create detailed plans	Public Exhibition 5th December Getting feedback on design options
	Implementation Deliver the interventions using a participatory manner.	
Legacy	Champions & Volunteers Establish a foundation on which champions and volunteers feel empowered to continue building on the project once Sustrans' involvement has come to an end.	Maintenance Strategy
	Monitoring and promotion of results. Understand the impacts and promote the activities and results of the project within the community and to a wider audience.	Sustrans Publicity and CCWEL monitoring plan

<https://susnet.sustrans.org.uk/default.asp?dest=%2Fapp%2Farticle%2Fview%2Easp%3Fuid%3D4559>

References

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