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Barnton - Cramond cycle connections

Please provide copies (or web access) to consultation responses associated with the proposals for the altered road layout and proposed cycle path around Barnton, Whitehouse Road and Cramond.

It would be manifestly unreasonable to provide copies of the consultation responses on the grounds of cost.

Responses will be published on the Council's [Consultation and Engagement Hub](#) when complete.

Please provide copies (or web access) to any other research, evidence and analysis associated with the proposal.

Alongside the [City Mobility Plan](#), justification for the need for these interventions and associated research/ evidence are set out in the [Local Development Plan](#), [Local Development Plan Action Programme](#) and [Our Future Streets: a circulation plan for Edinburgh](#).

Please provide a copy of the business case justifying the proposal, including

- economic benefit or outcome sought and how that will be measured to assure value for money
- alternatives options considered and discounted,
- risks considered and mitigated/managed
- Costs or budget assigned to the work

The Council does not produce specific business cases for individual schemes. Our approach to appraisal of the Capital Investment Programme uses a MCDA (Multi-Criteria Decision Analysis) aligned to [City Mobility Plan](#) objectives. This approach was chosen following consideration of methodologies including the use of quantitative measures such as Benefit-Cost Ratios. A structured MCDA was chosen as the best approach to assess relative value for money across the chosen set of criteria, considering the diversity of scales and types of measures being appraised and the complex landscape of objectives. The MCDA comprised 15 criteria, grouped into:

- Strategic and social value,
- Deliverability and risk,
- Financial scale and funding challenge.

These criteria were selected to closely align with the programme objectives while also acknowledging external constraints on the projects including deliverability, risk and funding challenges. Details of the project are set out on the [Barnton Connections Consultation & Engagement Hub](#) pages alongside the [City Mobility Plan](#), justification for the need for these interventions (as opposed to alternatives) are set out in the [Local Development Plan](#), [Local Development Plan Action Programme](#) and [Our Future Streets: a circulation plan for Edinburgh](#).

Copies of traffic modelling reports are available as an answer to a previous request on the Council's [Disclosure Log](#).

Please see copy of the risk register attached.

The current estimate for construction works is approximately £5 million, which includes Optimism Bias and contingency appropriate for this early stage of development. This will be subject to further refinement and value engineering as the project progresses through future design stages.

Please provide the evidence, justification, rationale and/or analysis used to discount/mitigate concerns raised in the consultation or at least the concerns I have raised above.

Consultation results and response to these results will be published on the Council's [Consultation and Engagement Hub](#) when complete.