

Deputations

Transport and Environment Committee

10.00 am Thursday, 2nd March, 2023

Hybrid Meeting – Dean of Guild Court Room / Microsoft Teams

Deputations

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CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

2 March 2023

DEPUTATION REQUEST

Subject	Deputation
3.1 In relation to Item 7.3 on the agenda – Travelling Safely – Drum Brae North Cycleway Modification - report by the Executive Director of Place	Spokes (written submission and verbal presentation)

Spokes, the Lothian Cycle Campaign, wish to raise several concerns regarding Item 7.3 - Travelling Safely - Drum Brae North cycleway modification, and to request that the cycleway be fully reinstated.

We believe that the previous layout, with a protected northbound cycle lane along the full length of Drum Brae North, should be reinstated, as it is safer for cyclists. The protection on Drum Brae North is necessary in order to prevent drivers from endangering cyclists by illegally driving, and parking, in a mandatory cycle lane. Since the protection was removed, such endangerment has unfortunately become commonplace, and the proposed partial reinstatement would only partially address the problem.

A local cyclist, Chris Guthrie, has provided a couple of videos which demonstrate the increased danger to cyclists following the removal of the defenders: [Video 1](#), [Video 2](#).

The reason for not reinstating the protection between Drum Brae Terrace and Craigmount Avenue North is “a risk of collisions with defenders if riders need to take evasive action, such as due to someone reversing from a driveway without seeing them”. Whilst this would indeed be an unfortunate event, the danger would be even greater in such a situation without the defenders, due to the increased likelihood of colliding with a vehicle. Removing the protection also allows drivers to park in the cycle lane, forcing cyclists into the general traffic lane, which can be a tricky and dangerous manoeuvre, especially for risk-averse cyclists.

The risk of collisions with defenders could instead be mitigated by widening the cycleway.

There are also important wider issues. This is only the latest in a series of mandatory cycle lanes having protection removed, making them far less safe - The Mound and Fountainbridge are two other examples of this happening. The protection is also often removed at exactly the point at which it is most needed (i.e., where the road is narrowest, and drivers are most likely to encroach on the cycleway. Similarly, there are lots of other steep roads in Edinburgh which would enormously benefit from protected downhill cycleways, including some which are included in the Circulation Plan. The precedent that the risks of colliding with a defender are greater than the danger from motor vehicles would greatly reduce the effectiveness of any proposed cycling network in Edinburgh.