

Transport and Environment Committee

10.00am, Thursday, 2 March 2023

Travelling Safely - Drum Brae North cycleway modification

Executive/routine
Wards

Executive
3 Drum Brae/Gyle

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note that, as part of the Travelling Safely programme, at its meeting of 18 August 2022 (reconvened on 1 September 2022), Committee approved the removal of cycle segregation units on Drum Brae North;
 - 1.1.2 Note the issues which have been raised since the units were removed in January 2023; and therefore
 - 1.1.3 Approve the reinstatement of cycle segregation units northbound from no.56 Drum Brae North to the end of the cycleway just north of the junction with Barntongate Avenue, in response to concerns raised from residents.

Paul Lawrence

Executive Director of Place

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Travelling Safely - Drum Brae North cycleway modification

2. Executive Summary

- 2.1 This report seeks approval to reinstate a small section of cycle segregation units on Drum Brae North in response to concerns from residents and following observation.

3. Background

- 3.1 The cycleway on Drum Brae North was first introduced as part of Spaces for People and subsequently continued as a trial under the Travelling Safely programme through an Experimental Traffic Regulation Order (ETRO). Part of the purpose of the trial was to provide flexibility to try and then modify schemes in order to reach the best balance of safety for users.
- 3.2 The Travelling Safely programme comprises a package of trial active travel schemes that aim to improve safety for walking and cycling around the city.
- 3.3 On [18 August 2022](#) Transport and Environment Committee (reconvened on 1 September 2022) approved to take forward the Travelling Safely programme using ETROs.

Drum Brae North Cycle Segregation

- 3.4 Within the Travelling Safely programme which was approved, officers recommended the removal of northbound cycleway segregation units on Drum Brae North.
- 3.5 This was due to concerns that cyclists could be at risk when coming downhill on the steepest section of the hill between Drum Brae Terrace and Craigmount Avenue North. The steepness of the hill increases the likelihood of cyclists travelling at high speed which could potentially place cyclists at risk of collisions with defenders if they need to take evasive action, such as if someone was reversing from a driveway without seeing them.
- 3.6 Following Committee approval, in January 2023, the northbound cycleway segregation units were removed.

4. Main report

- 4.1 However, since the removal of the northbound (downhill) segregation units in January 2023, the Council has been contacted by local residents and other people who use the cycleway to advise that it is now significantly less safe to use.

Monitoring of Issues

- 4.2 The particular issues that have been raised are:
- 4.2.1 Multiple vehicles regularly encroaching into the cycleway leading to a risk of collision at speed between vehicles and cyclists;
 - 4.2.2 Vehicles using the cycleway as a second traffic lane when queuing for the junctions which blocks the lane preventing cyclists from using it and forcing cyclists to ride with heavy traffic;
 - 4.2.3 The section of the cycleway from Craigmount Avenue North to Bartongate Avenue is particularly used by parents and children cycling to/from the local nursery and primary school. Removal of segregation units has made parents feel unable to safely cycle with their children; and
 - 4.2.4 Vehicles entering the cycleway and then mounting the pavement and driving half on the pavement and half in the cycleway in order to jump the queuing traffic. This places a very significant safety risk to pedestrians as well as cyclists.
- 4.3 Monitoring visits have been made to the site at peak times in January and February which reinforced the feedback received.
- 4.4 It was also noted that the majority of the issues noted occur along the section on the cycleway northwards from the junction with Craigmount Avenue North.
- 4.5 In addition, the road works being undertaken on Clermiston Road North/Queensferry Road have led to increased levels of queuing traffic on Drum Brae North. Due to this, the junction of Drum Brae North and Queensferry Road is at full capacity during peak times.

Recommendation

- 4.6 It is therefore recommended that Committee approve the reinstatement of segregation units along a short section of cycleway northbound from no.56 Drum Brae North to the end of the cycleway just north of the junction with Barntongate Avenue (around half of the length of the cycleway as shown in Appendix 1) for the following reasons:
- 4.6.1 This is the section where issues have been reported and observed; and
 - 4.6.2 From this point northwards, the steepness of the hill significantly lessens. This means the likelihood of cyclists travelling at high speed, and with long braking distances due to the hill, is reduced. This in turn lowers the associated risk of collisions with defenders if riders need to take evasive

action, such as due to someone reversing from a driveway without seeing them.

- 4.7 During reinstatement, careful consideration will be given to placement of defenders to take account of residential driveways.
- 4.8 This will not change the actual road space currently allocated to motor vehicles. However, as vehicles have been illegally using the cycleway as an additional left turn queuing lane, re-introducing the segregation units is likely to increase the queue length by around 5-10 vehicles.
- 4.9 As noted above, the junction is already at full capacity therefore it is anticipated that the wait time for vehicles, including buses, due to this additional queue length will be small. Lothian Buses have confirmed that they are content with the proposal to reinstate the cycle segregation units as proposed.

5. Next Steps

- 5.1 If Committee approve the reinstatement of these cycle segregation units, this change will be implemented. The timescale for reintroduction is expected to be between six to eight weeks.
- 5.2 Officers will continue to monitor any changes in traffic volumes and will provide a briefing to members in advance of installation of the units.
- 5.3 Once installed, monitoring will continue at this location, as part of the on-going monitoring of the Travelling Safely programme.

6. Financial impact

- 6.1 The Travelling Safely programme is funded by the Scottish Government, Places for Everyone Fund, which is administered by Sustrans.
- 6.2 It is expected that the reinstatement cost will be around £3,000 - £5,000. This will be met from the funding received for Travelling Safely.

7. Stakeholder/Community Impact

- 7.1 The safety concerns on the Drum Brae North cycleway were initially raised by local community members, with whom Council officers have been liaising.
- 7.2 Officers have discussed the proposed changes with Lothian Buses who confirmed that they would not raise any direct objections to the reinstatement of the segregation units.
- 7.3 A statutory part of the ETRO process is six-month consultation, and the Travelling Safely programme has implemented a monitoring and evaluation plan to capture stakeholder and community impact of the programme. Monitoring will be on-going at this location as part of the programme monitoring plan.

