

Transport and Environment Committee – 19th August 2021

Item 7.1 Active Travel Measures – Travelling Safely

Deputation from Better Broughton re Items 4.28/29 Revisions to Canonmills (North of the Rodney Street Junction) and adjacent schemes

Dear Committee Members,

Better Broughton is very pleased to see that the Spaces for People measures on Broughton Street, Broughton Street Roundabout and beyond to Canonmills are in the main to be carried forward under the title of “Travelling Safely”.

These have been a boon to both pedestrians and cyclists, especially on Rodney St and Broughton St, where the cycleway provides additional space for pedestrians, and for shortening the crossings at Broughton St roundabout and reducing traffic speed making it safer for cyclists and pedestrians.

However, Better Broughton is gravely concerned about the proposed changes at the Broughton Road junction. The proposed scheme seems to put southbound cyclists, especially those going straight ahead, at very high risk of being struck by vehicles turning left. Straight ahead cyclists would normally be advised to take a prominent position in the signed straight-ahead lane – ie the right hand lane of the 2 proposed. Whereas, the proposal is that they should be on the inside of the left-turn lane. The situation is made even more dangerous due to the uphill topography on this section, meaning that it is difficult for cyclists to cycle with the traffic.

We would very much like to be involved in discussion as to a safer solution to address the traffic problems that have been raised.

There do appear to be issues with the traffic signal phasing that may be contributing to the reported congestion and bus delays. There is a major traffic flow from Brandon Terrace to Broughton Road (and vice versa) that is not well catered for by the signalling, For example, traffic from Brandon Terrace being released into an already stationary queue of traffic on Canonmills and then being held on a red light for a considerable time. Ideally the signals would be synchronised so that traffic could flow through to Broughton Road.

Our view is that:

- The current scheme was safer than that which is proposed as the cycleway was wider and segregated (although to some extent the segregation makes the cyclists “invisible”); the single traffic lane meant that left-turning drivers were more likely to expect cyclists to be going straight ahead across their path; that drivers were in a shared traffic lane and would be driving more slowly, being more thoughtful about making the left turn
- It seems that to us that cyclists would be best served by infrastructure to support them taking primary position in the straight-ahead and left-turn lanes. This could take the form of extending the lane markings to cover the wide space to the north of the proposed markings; narrowing the lanes; adding cycle logo (elephant’s foot) markings to the centre of the 2 lanes and across the junction; retaining the ASL; making the left turn radius sufficiently tight to slow vehicles

Other points:

1. 4.29 - Removal of pedestrian buildouts on both sides of Canonmills
The removal does not appear to be shown on the drawings. Which build-outs are affected?

2. 4.29 – Installation of 1.25m mandatory cycle lane
It is claimed that the cycle lane will “discourage close passes” – we think the opposite will be the case.
The cycle lane needs to be wider to give cyclists a better alignment for going straight ahead.
3. 4.29 Creating of red screed advisory cycle lane across Broughton Road at junction – measure improve safety for cyclists
The red screed is not shown on the drawing. It forces cyclists into an exposed position conflicting with left-turning vehicles. Cyclists in the straight ahead lane taking a primary and direct position in the traffic flow will probably frustrate drivers who will think that they should be in the exposed cycleway.
4. 4.29 Change to segregation layout after Warriston Road junction – improved road layout for transport operators
There are no details of this proposal. Which separators are to be removed? Does this introduce additional risk to pedestrian or cyclists?

We note that the report states that the schemes on Broughton Street and at the Broughton Road roundabout will be reviewed, with the aim of progress towards an ETRO. We hope that we, as a local group, will have an opportunity to participate in and contribute towards that review process

We look forward to working with officers to achieve a better solution.

Better Broughton

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