

A8 Glasgow Road and Granton - Commencement of Statutory Procedures to Permit Use of Footways by Cyclists

Transport, Infrastructure and Environment Committee

10 May 2011

Purpose of report

- 1 To request the Committee's approval to commence the necessary statutory procedures to permit cycling along sections of footway (for use by pedal cycle and foot only) at the following locations:
 - a) A8 Glasgow Road – the north footway between Dechmont Road and Maybury Road and
 - b) Granton – various footways adjacent to West Granton Road, Waterfront Broadway, Waterfront Avenue and West Shore Road.
- 2 These measures form part of the development of the city's Family Network and contribute towards the aims of the Active Travel Action Plan.
- 3 Plans showing the areas of footpath where cycling is proposed to be permitted are attached to this report as Appendix 1.

Main report

- 4 The section of footway where cycling is proposed to be permitted along the A8 Glasgow Road is part of a project aimed at providing a continuous off-road cycle route from South Gyle to Newbridge which will form part of the City's "Family Network" of cycle routes. The route will link to one that is already signposted from South Gyle to the Haymarket area. Cycle paths are already in place from Maybury Road to Newbridge and from South Gyle, through Gyle Park, to a signalised cycle crossing at the end of Dechmont Road. Permitting cycling on the footway of Glasgow Road (between Dechmont Road and Maybury Road) will enable these facilities to be linked up to create a signed, continuous route.

- 5 The sections of footway where cycling is to be permitted in Granton are part of a project to create a continuous off-road cycle route linking the existing cycle path alongside West Granton Access with Silverknowes Esplanade. Again, the completed route will form part of the City's "Family Network" of cycle routes. Cycling is to be permitted along additional sections of footway to improve cycle access to Telford College from the route and to link up with new cycle routes pending future development in the Granton Area.
- 6 The proposed sections of footway where cycling is to be permitted are of the minimum lengths possible, commensurate with safe and convenient cycle routeing. In most locations the path widths are considered to be acceptable to accommodate cyclists and pedestrians; however some sections of path will be widened as part of the projects in order to meet this criterion. Therefore it is considered that permitting cycling in these areas will have no significant negative impacts on pedestrians.

Financial Implications

- 7 The costs associated with the statutory procedures will be approximately £2,000. These costs will be met from the block funding allocation for Cycling Improvements within the Transport Capital Investment Programme.
- 8 The costs of implementing the proposed schemes will be met from the block funding allocation for Cycling Improvements within the Transport Capital Investment Programme, potentially supplemented by funding from the Scottish Government's Cycling, Walking and Safer Streets allocation.

Environmental Impact

- 9 There are no adverse environmental impacts expected to arise from this report.

Equalities Impact

- 10 There are no adverse impacts on any race, disability, gender, age, sexual orientation or religion/belief groups from the proposals contained in this report.
- 11 The projects at Glasgow Road and Granton are expected to improve access for people with disabilities.

Recommendations

- 12 To instruct the Director of City Development to initiate and make the necessary Redetermination Orders for the above footpaths under the relevant sections of the Roads (Scotland) Act 1984.

Dave Anderson
Director of City Development

Appendices	1 Plans showing the areas of footpath where cycling is to be permitted
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Wards affected	3 - Drum Brae/Gyle 4 - Forth
Single Outcome Agreement	<p>Supports National Outcome 6 – ‘We live longer, healthier Lives’.</p> <p>Supports National Outcome 10 – ‘We live in well-designed, sustainable places where we are able to access the amenities and services we need’.</p> <p>Supports National Outcome 12 – ‘We value and enjoy our built and natural environment and protect it and enhance it for future generations’.</p> <p>Supports National Outcome 14 – ‘We reduce the local and global impact of our consumption and production’.</p> <p>Supports Local Outcome – Edinburgh residents and businesses find sustainable travel options increasingly attractive resulting in growth in traffic levels being contained.</p>
Background Papers	None