

## Lothian Road Cycle Improvements – Motion by Councillor Burgess

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### Transport, Infrastructure and Environment Committee

2 August 2011

#### Purpose of report

- 1 To report on the motion by Councillor Burgess (submitted at the 16 October 2008 Council meeting) regarding the proposal by Spokes to redesign the Meadows/Bruntsfield to Lothian Road corridor to make it more cycle, pedestrian and bus friendly. The motion, which is dealt with for the most part by the Active Travel Action Plan, is included as Appendix 1 of this report.

#### Main report

##### Background

- 2 Councillor Burgess' motion noted some of the points of the proposal by Spokes for the Lothian Road corridor and called for:
  - a) a report on the Spokes proposal; and
  - b) a Danish or Dutch traffic expert to be brought in to work with the Council to redesign the area.

##### Existing Situation

- 3 The Meadows/Bruntsfield to Lothian Road corridor is heavily used by pedestrians, cyclists, buses and general traffic and there are numerous businesses fronting the route.
- 4 Bus lanes are in place over the majority of this route and these provide segregation from general traffic for cyclists. Cycle lanes are provided in most locations where bus lanes are absent. Parking is generally prohibited along the route between 7.30am-6.30pm Monday-Friday (8.30am-6.30pm Saturday) and loading/unloading of vehicles is prohibited during the peak hours and all day Saturday (8.30am-6.30pm).
- 5 Advanced Stop Lines (ASLs) to assist cyclists are provided at all of the traffic signal controlled junctions along the route with the exception of those with the West Approach Road, Castle Terrace and Princes Street.

- 6 The frequency of cyclist casualties on Lothian Road is comparable to other radial corridors in the city centre and there was only one serious casualty in the five years 2004-2008.

#### **Proposal for cycle friendly corridor**

- 7 The Council's Active Travel Action Plan (ATAP) includes an action to review cycle facilities along the city's main arterial corridors and to implement improvements where feasible. This includes the A702 which forms the main spine of the Bruntsfield to Lothian Road corridor and this route is considered a high priority. It is expected that work on this review will be undertaken in late 2011/early 2012 and implementation of improvements could start in the 2012/13 financial year.
- 8 Considering solutions for the junctions of Lothian Road with the West Approach Road and Castle Terrace in particular will be a priority.
- 9 In the meantime design and construction work on an extensive programme of cycle improvements is proceeding following the prioritisation identified in the ATAP. This programme is concentrating on two areas of action:
- a) Filling gaps in the 'family network' identified in the ATAP with a focus on gaps in the busiest sections of the National Cycle Network near the city centre; and
  - b) 'Cycle Friendly City' improvements, focusing on the south central area of the city, but with some improvements also under design elsewhere in the city.

#### **Use of continental experience**

- 10 The Council has an experienced cycling team who oversee the development of cycle projects. This team are aware of innovative solutions in other parts of the UK and on the Continent. The Council has successfully implemented many projects to improve conditions for cyclists. This has been accompanied by significant increases in the number of cyclists - the modal share for journeys to work rising from around 3% in 2000 to 6-8% in 2008/2009 (Scottish Household Survey).
- 11 Experience elsewhere in the UK is particularly relevant to Edinburgh because levels of cycling, cultural attitudes and legislation are more comparable. Advice from outside experts on provision for cyclists is sought when required and is particularly useful when adopting innovative approaches. However, due to the additional costs involved over using the Council's own in-house resources this is only commissioned where outside experts can offer skills or experience that are not available internally. Cycle improvement proposals for Lothian Road are expected to fall within the Council's area of expertise and therefore it is not considered necessary to procure external assistance for this project.

## **Financial Implications**

- 12 Funding for the design and delivery of improvements is expected to be provided from the Block Cycle budget as part of the delivery programme for the Active Travel Action Plan. Contributions from developments close to the route may also be available and it may be possible to submit funding bids to organisations such as Sustrans, SEStran, etc. The amount of funding required will be dependent on the scale and extent of the improvements.

## **Equalities Impact**

- 13 There are no adverse impacts on any race, disability, gender, age, sexual orientation or religion/belief groups from the proposals contained in this report.

## **Environmental Impact**

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

## **Recommendations**

- 15 To discharge the motion by Councillor Burgess in the context of the work being carried out on the Lothian Road corridor and across the city as part of the Active Travel Action Plan.

**Dave Anderson**  
Director of City Development

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Appendices	1. Lothian Cycle Campaign – Motion by Councillor Burgess
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Wards affected	10 - Meadows/Morningside 11 - City Centre
Single Outcome Agreement	<p>Supports National Outcome 6 – ‘We live longer, healthier lives’</p> <p>Supports Local Outcome – Active travel, namely walking and cycling, allows people to integrate health improving physical activity into their daily 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

## **28 Lothian Cycle Campaign – Motion by Councillor Burgess**

The following motion by Councillor Burgess was submitted in terms of Standing Order 28:

“That the Council:

- 1) Welcomes the proposal from Spokes, The Lothian Cycle Campaign, for City of Edinburgh Council to design a cycle-friendly corridor from the Meadows/Bruntsfield to the city centre and including Lothian Road.
- 2) Recognises the various reasons that make this corridor suitable for implementation of such a scheme, including that this is a major corridor linking dense residential areas with the city centre, at distances ideal for walking and cycling.
- 3) Notes that Spokes traffic counts show that, despite the existing adverse cycling conditions, this major and unavoidable desire-line already attracts large numbers of cyclists.
- 4) Further recognises that the Council's map of city centre accidents involving cyclists shows the greatest concentration to be along Lothian Road, between Fountainbridge and the West End. However that this is an area with no cycle lanes, and with advance stop lines missing at several junction approaches.
- 5) Notes the Spokes proposal that the Council calls in a Danish or Dutch traffic expert to work with the Council to redesign the area so that it caters far better in particular for cycling, but also for walking and for public transport.
- 6) Notes the goal that design and consultation should take place over the next 12 months, aiming to complete the work well before the end of the term of the current Council.
- 7) Recognises that increasing cycle use is embedded in Edinburgh's Local Transport Strategy and is now recognised throughout the Council's Single Outcome Agreement with the Scottish Government and therefore calls for a report on the Spokes proposal, including identifying possible funding streams to implement the scheme.”