

Background

The City of Edinburgh Council, in partnership with Sustrans and Transport Scotland, is developing a scheme to enhance the pedestrian and cycle path that parallels the A90 between the Burnshot and Dalmeny junctions. We are improving the path in five sections and are currently developing designs for Sections 2 and 3 which we plan to have constructed in early 2015. The work in Sections 2 and 3 will involve widening and resurfacing of the existing path to provide a high quality shared path.

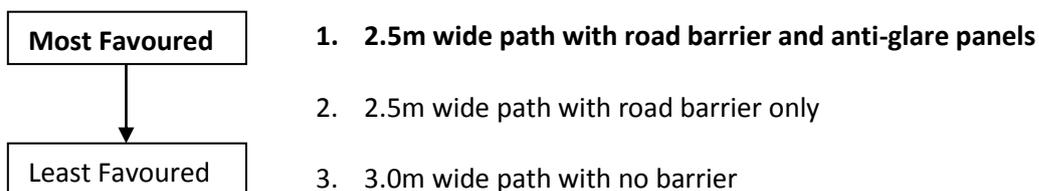
The Council have received some concerns about the problem of vehicle headlight glare on the path, in particular along Section 3. As a result of this we undertook a consultation in April 2014, in the form of an online questionnaire, to gain feedback from path users on the design and options. Path-side surveys were also undertaken as part of this consultation.

Summary

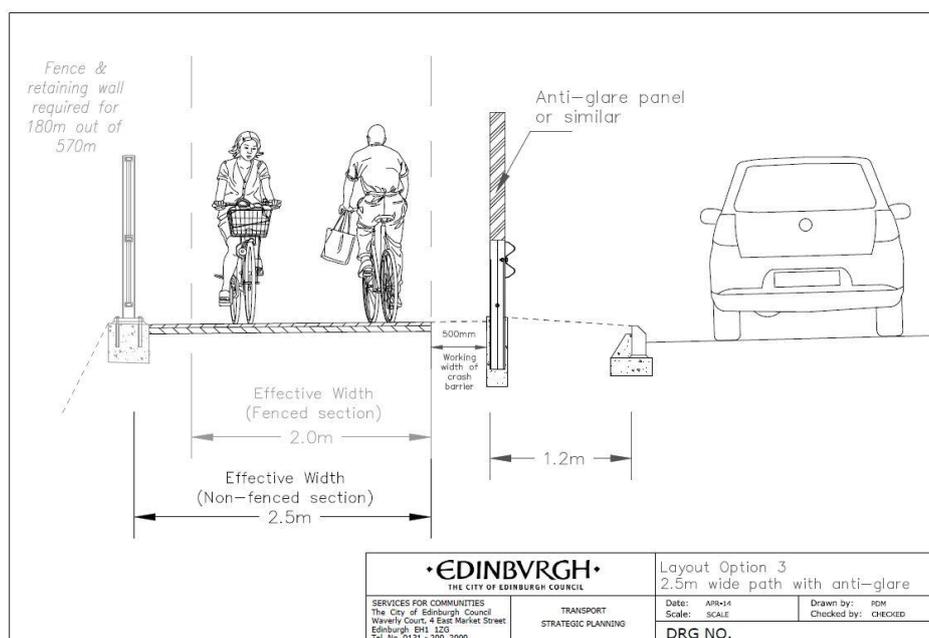
In total we received 185 responses to the questionnaire.

The questionnaire centred around 3 cross section designs for the path which included: 1) 3.0m wide path with no barrier; 2) 2.5m wide path with road barrier; and 3) 2.5m wide path with road barrier and anti-glare panels.

The response to the design options resulted in the following preference:



Preferred Design Option



Breakdown of results

- 43% of respondents use the path 3 or more times a week in summer / 32% in winter.
- 39% of respondents use the path in the hours of darkness.
- The severity of the glare problem received an average scoring of 3 (from 1-5).
- The majority of the comments received concerned the problem of glare.
- A number of comments referred to the problem of ponding on the main A90 carriageway and resultant spray on to the path. We will investigate the potential for improving this with our project.
- 5no. comments requested full lighting on the path. We do not plan to progress this due to the rural environment of the area, potential safety issues adjacent to A90 road and the additional costs involved. LED solar stud lighting may provide a more appropriate option and this is being considered.
- 3no. comments suggested improving the ramps at the field access points across the path – this will be included in our final design.

Next Steps

Detailed design will be taken forward for the favoured option; 2.5m wide path including road barrier and anti-glare panels.

A design should be available for circulation by September 2014.

Construction of the Section 2 and 3 path improvements are currently planned to commence in early 2015.

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