

Winter Maintenance – Cycle Path Treatment

Transport, Infrastructure and Environment Committee

24 November 2009

Purpose of report

- 1 To advise the Transport, Infrastructure and Environment Committee of the results of the review into increasing the scope of treatment to the roads and pavements in Edinburgh to include the main off-road cycle paths in the city and to advise of the potential cost of such treatment.

Main report

- 2 Road Services provides the Winter Maintenance Service on behalf of the City of Edinburgh Council in accordance with Section 34 of the Roads (Scotland) Act 1984, which states that “A roads authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads”. The list of public roads includes the pavements and off-road cycle paths that have been adopted by the Council for maintenance.
- 3 At a meeting of the Council on 12 March 2009 a motion for priority gritting of Cycle Routes was raised. The decision of the Council was to note that this action was already planned to review gritting treatment routes and priority levels in preparation for next winter, which will also include cycle tracks in the City.
- 4 As the roads authority, the Council must decide upon the priority that is set for each type of road, pavement and cycle path. Currently, roads and pavements are both prioritised into three treatment categories, with Category 1 routes receiving the earliest and most frequent treatment.
- 5 A network of existing off-road cycle paths have been identified for potential priority treatment through discussion with the Council’s Cycling Officer. Appendix A to this report contains a map of these off-road cycle paths.
- 6 Gritting treatment of these selected access ramps and off-road cycle paths is currently undertaken where resources permit or by request.

Financial Implications

- 7 To undertake more comprehensive gritting treatment in-line with Pavement Category 1 routes would require substantial additional resources. Assuming that any treatment of the Priority Cycle Paths was in line with last winter’s pavement

treatment, the additional cost of treatment would be between £70,000 -£100,000, for which there is no current budget provision.

Environmental Impact

- 8 Although any treatment of the off-road cycle paths in Edinburgh will increase vehicle emissions along each route, the overall environmental impact will be minimal.

Recommendations

- 9 The Transport, Infrastructure and Environment Committee is asked to;
- a) note the content of this report; and
 - b) note that each of the political groups can consider this matter within the forthcoming budget process.



Mark Turley
Director of Services for Communities

9/11/09

Appendices	A – Map of Off-road Cycle Paths identified for Priority Treatment
Contact/tel/Email	Euan Kennedy – 0131 529 3732 – euan.kennedy@edinburgh.gov.uk
Wards affected	Corstorphine & Murrayfield, Craigmillar & Portobello, Forth, Inverleith, Leith, Leith Walk, Meadows & Morningside, Southside & Newington
Single Outcome Agreement	National Outcome 9 – We live our lives safe from crime, disorder and danger. National Outcome 12 – We value and enjoy our built and natural environment and protect it and enhance it for future generations.
Background Papers	None

NOTES

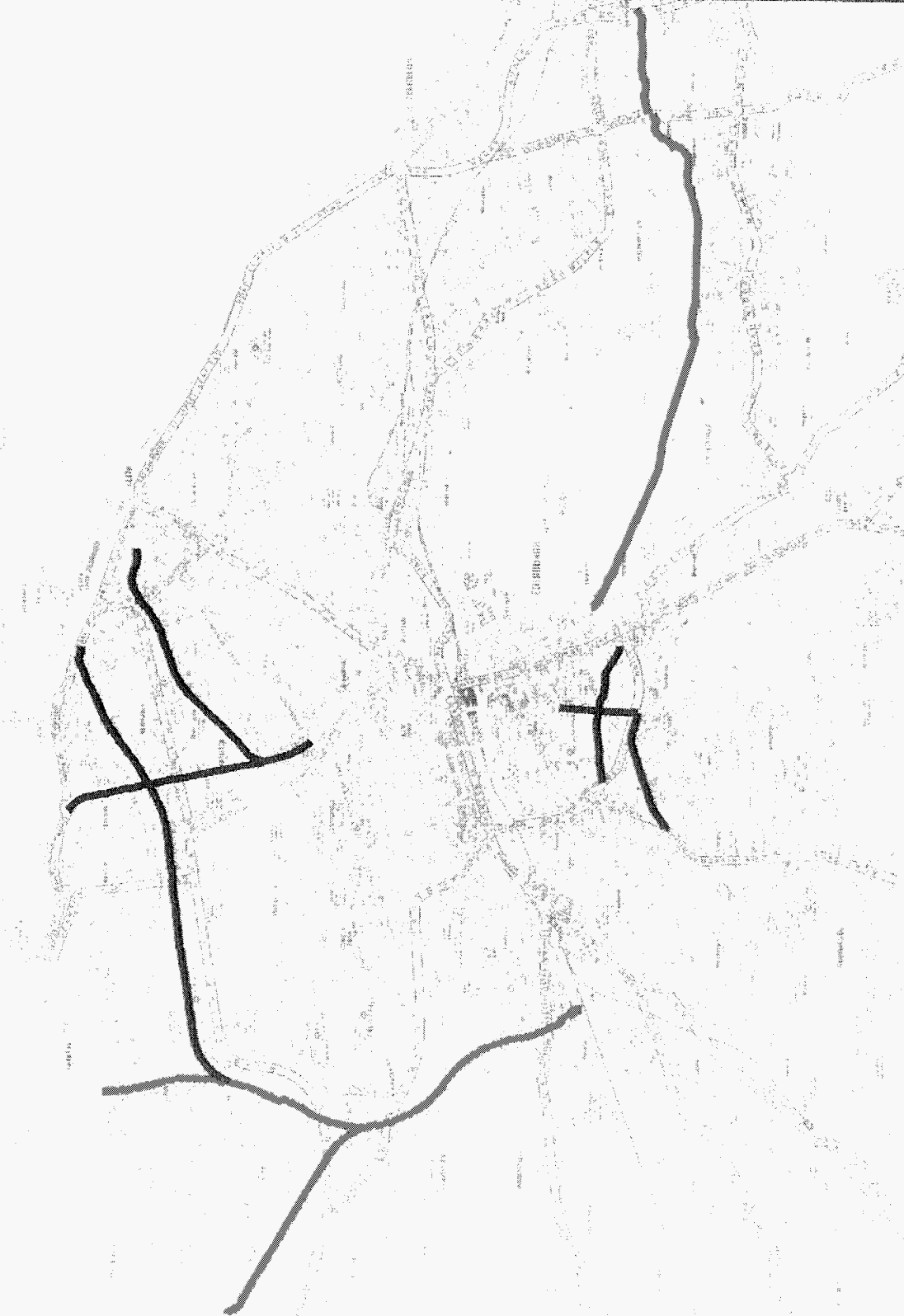
Identified for Priority Treatment

Produced using Smallworld GIS

Date: 19/05/2009

Drawn By:

Drawing No:



Scale: 1:47500

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Appendix A

Map of off Road Cycle Paths

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THE CITY OF EDINBURGH COUNCIL

City Development Department

1 Cockburn Street, Edinburgh EH1 1LJ
Tel: 0131 260 2000