

ENHANCING ACTIVE TRAVEL SAFETY: CRAMOND BRIG AND BARNTON AVENUE VICINITIES

Suggestions by Cramond & Barnton Community Council

Following a recent virtual meeting, Cramond and Barnton Community Council representatives mentioned hazards faced by active travel users of the approaches to Cramond Old Brig. In response, Dave Sinclair offered to ask a colleague to investigate these issues and invited suggestions from the Community Council. This Paper highlights perceived issues and provides suggestions to enhance active travel users' safety. Additionally, similar issues in the vicinity of the NCN1 cycle route, where it passes between the Bruntsfield and Royal Burgess Golf Courses are identified. Many of the hazards derive from cyclists speeding, or failing to warn of their approach, in situations where the carriageway or path is shared with pedestrians and, in some cases, vehicles. It is emphasised that the CC is not anti-cyclist; indeed, this paper has been prepared by individuals who frequently use the routes mentioned as both cyclists and walkers.

Hazards to Active Travel Users

The potential for accidents and discomfort of users due to perceived and real hazards and inconsiderate use of the routes identified below have significantly increased as a result of growing popularity of cycling and walking, and the discovery of local cycling and walking opportunities, by residents and visitors from elsewhere during the Covid-19 restrictions. For example, issues in the vicinity of Cramond Brig have greatly increased due to more people parking in/around the Miller & Carter (Cramond Brig) Car Park, to cycle or walk on NCN1, NCN76, the John Muir Way, Dalmeny Estate shore paths and River Almond Walkway. While this car park has often been at capacity during weekends and some weekdays while the restaurant was closed, the restaurant has re-opened and potential/actual inter-user (drivers, cyclists, walkers) issues have increased – as below and Figures 1 to 3.

| Issues | Possible Actions to Enhance Real and Perceived Safety |
|---|--|
| A. Cramond Old Brig & Miller and Carter Car Parks Access Road from A90 and NCN1 | |
| <ul style="list-style-type: none"> i. Roadside parking at entrance to access road from A90 and 90° bend causing congestion and reducing visibility and associated hazards, where cars, cyclists and walkers converge – due to proximity of access to/egress from NCN1, NCN76 and popular Dalmeny Estate paths network. ii. Parking on demarcated footway between Miller & Carter Car Park entrance and Cramond Old Brig iii. Cars driving beyond Miller & Carter Upper Car Park entrance and Old Brig, without intention of using Lower Car Park – thereby adding to congestion and inter-user conflicts/hazards iv. Cyclists speeding downhill to Cramond Old Brig – causing potential hazards for walkers. Speeds are only partially broken by chicane at entrance to Brig. | <ul style="list-style-type: none"> a. Parking restrictions (yellow lining) from Queensferry Road (A90) around 90° bend towards entrance to Miller & Carter Car Park. b. Parking restrictions along demarcated footpath from Miller and Carter Upper Car Park entrance to Cramond Old Brig and green road marking of footpath – to stop parking on the demarcated footpath, narrow carriageway to reduce speed of cycles and cars and enhance walkers' safety c. 'Car Park Access Only' sign on access road to Miller & Carter Lower Car Park - to deter cars driving to Old Brig and then turning at entrance to Brig which is often congested with walkers and cyclists d. Rumble strips before access to Old Brig and Miller & Carter Lower Car Park – to warn cyclists and drivers of pedestrians and slow speeds |

| Issues | Possible Actions to Enhance Real and Perceived Safety |
|---|--|
| B. Brae Park Road – Approach to River Almond Walkway crossing and Old Cramond Brig | |
| <p>i. Approx. 90⁰ ‘blind’ bend, combined with attraction of Cramond Brig, convergence of pedestrian and cyclists accessing/leaving River Almond Walkway and its crossing of Brae Park Road, and cyclists approaching, often at speed from Brae Park Road and Cramond Brig – resulting in high risk of accidents and lack of ‘comfort’ of users. These issues are often compounded by dogs on long leads or uncontrolled, and children and visitors who are unaware of the hazards</p> | <p>a. Pedestrian roundel on exit from Cramond Old brig towards River Almond crossing of Brae Park Road at 90⁰ bend - to warn cyclists and drivers of pedestrians and slow speeds</p> <p>b. Demarcation of a footway by green road marking, with footprints or pedestrian roundels – alongside section of Brae Park Road and where River Almond Walkway crosses Brae Park Road, in the immediate vicinity of the ‘blind’ bend. This would ‘narrow’ carriageway, raise awareness of Walkway crossing and help to slow cyclists and vehicles; thereby, increasing users’ enjoyment and reducing concerns over personal safety.</p> <p>c. Rumble strips (or speed cushion) and pedestrian roundels on Brae Park Road before River Almond Walkway access (Cramond direction) and River Almond Walkway road crossing before 90⁰ bend - to warn cyclists and drivers of pedestrians and slow speeds</p> <p>d. Vegetation clearance/reduction where this encroaches on carriageway and obscures sightlines on approach to River Almond Walkway crossing – to increase useable carriageway width and improve sightlines</p> |
| C. Brae Park Road - from Whitehouse Road to ‘Pony Field’ | |
| <p>i. Parked vehicles restricting forward visibility and carriageway width available to cyclists and pedestrians - just past turn-off to the play park.</p> <p>ii. Shared use of the relatively narrow carriageway by vehicles, cyclists and walkers, with no raised footway and compounded by the relatively steep slope, results in cyclists, travelling at speed and often two-abreast, competing for road space with pedestrians and occasional vehicles. This can be hazardous – especially for pedestrians, who are often unaware of cyclists approaching at speed and seldom giving warnings and visual awareness being reduced by shade cast by the ‘corridor’ of trees.</p> <p>iii. Drivers ignoring ‘no through access’ signs and driving to Cramond Old Brig before turning or parking – thereby, unnecessarily adding to congestion and hazards.</p> | <p>a. Parking restrictions - immediately after access to Pony Field play park.</p> <p>b. Green road marking, with footprints or pedestrian roundels and white outside line to demarcate footway. This would narrow carriageway and help slow cyclists and vehicles and segregate pedestrians from other users - reducing their perception of hazards and increasing feeling of ‘comfort’.</p> <p>c. ‘Slow’ and pedestrian roundel road markings - at intervals on steeper sections of Brae Park Road</p> <p>d. No Through Road’ signs - at access to Craufurdland and Brae Park/Brae Park Road junction.</p> |

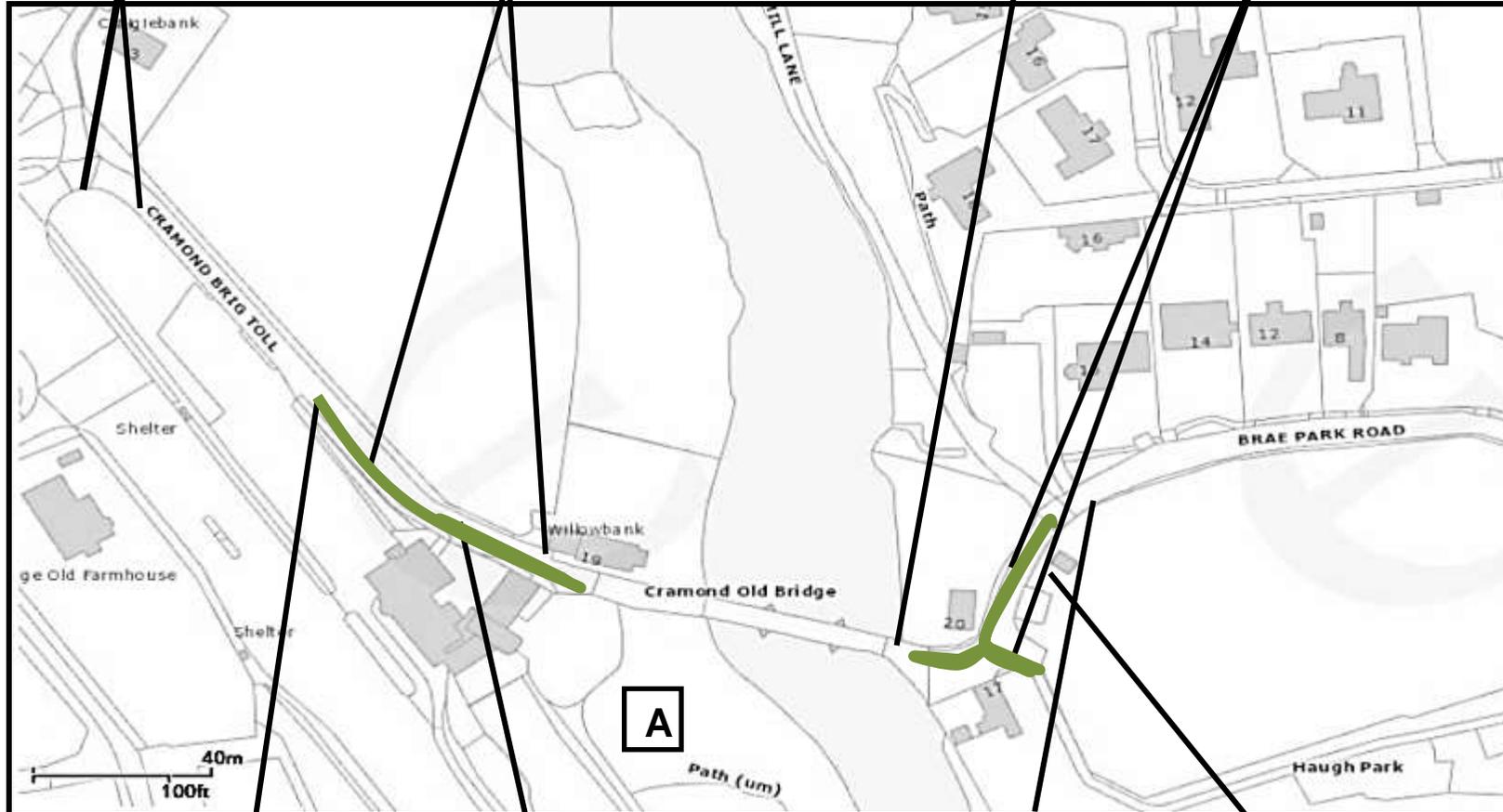
Fig. 1. Suggested Actions to Enhance Active Travel Users' Safety: Cramond Old Brig Approaches & River Almond Walkway
References (e.g. Ab) refer to suggested Actions in previous tables

Aa. Parking restrictions from around 90° bend towards entrance to Miller & Carter Upper Car Park.

Ab. Parking restrictions along demarcated footpath and green road marking of demarcated footpath

Ba. Pedestrian roundel

Bb. Green road marking + footprints or pedestrian roundels to demarcate footway and crossing



Ac. 'Car Park Access Only' sign

Ad. Rumble strips (or speed cushions)

Bc. Rumble strips (or speed cushions) and pedestrian roundels

Bd. Vegetation clearance/ reduction where encroaching on carriageway and obscuring sightlines

Fig. 2. Suggested Actions to Enhance Active Travel Users' Safety: Brae Park Road

Ca. Parking restrictions on bend

Cb. Green road marking with footprints (or pedestrian roundels) and white outside line to demarcate footway

Cc. 'Slow' and pedestrian roundel road markings

Cd. 'No Through Road' sign

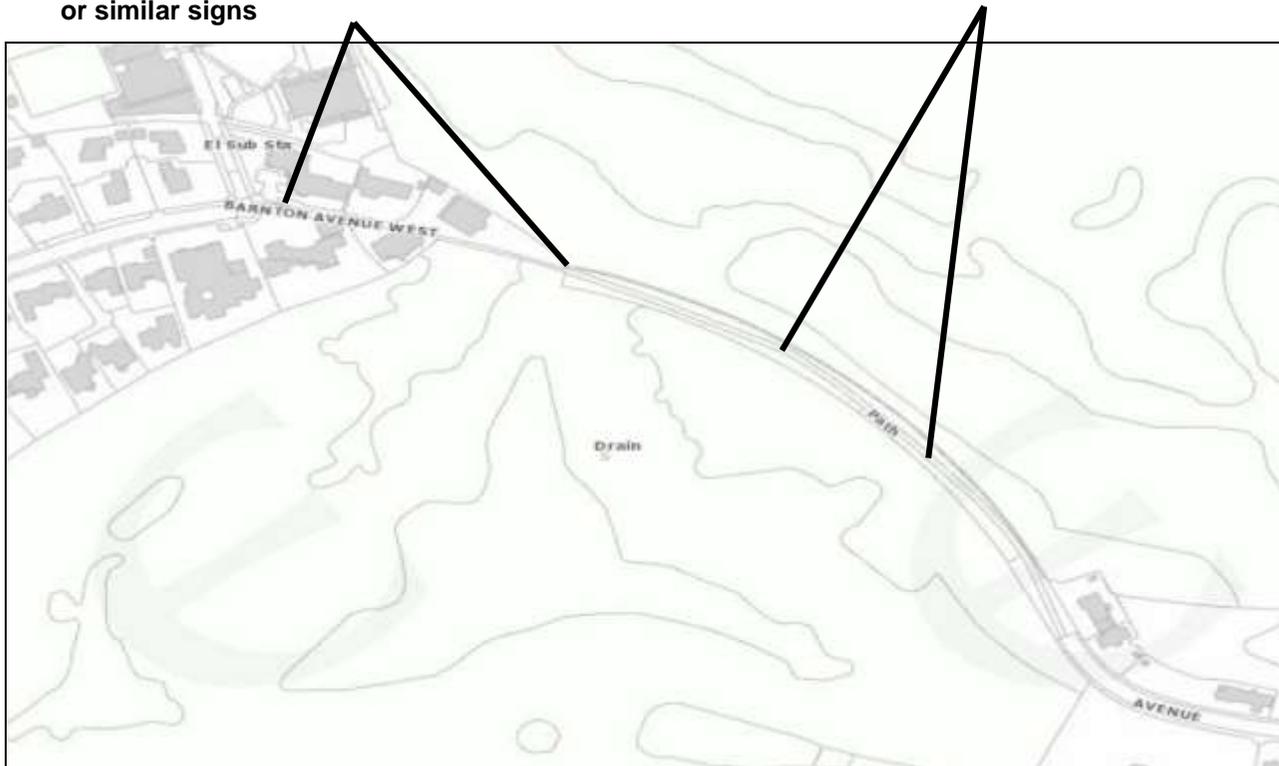


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| D. NCN1 – Barnton Avenue: Path between Bruntsfield and Royal Burgess Golf Courses | |
| <ul style="list-style-type: none"> i. Narrow section between private properties constricts passage – often to disadvantage of pedestrians when cyclists do not give way, with some considering they have priority on signed cycle route ii. Cyclists speeding on off-road path – especially downhill from Barnton Ave. East and often not giving advance warning to walkers | <ul style="list-style-type: none"> a. ‘Cyclists Give Way to Pedestrians’ or similar signage - at both entrances to narrow section. b. Rumble strips (or speed cushions) on middle sections of off-road path - where cyclists’ speeds are highest |

Fig. 3. Suggested Actions to Enhance Active Travel Users’ Safety: Barnton Avenue (NCN1) Between Golf Courses

Da. ‘Cyclists Give Way to Pedestrians’ or similar signs

Db. Rumble strips or speed cushions





Cars parked on bend at entrance from A90 to lane to Miller & Carter car parks and Old Cramond Brig causes hazards for cyclists and walkers



Parked cars at busy times adds to hazards and congestion by vehicles and walkers and cyclists approaching from multiple directions



Cars parked on top of demarcated footway forces walkers into paths of vehicles and cyclists moving at speed down slope towards old Brig



Potential to enhance safety by prohibiting parking and demarcating footway by green road markings



Hazards with speeding cyclists around blind bend approaching River Almond Walkway crossing of Brae Park Road. Increasing numbers of cars parking here adds to hazards



Hazards with speeding cyclists around blind bend approaching River Almond Walkway crossing of Brae Park Road



Potential to demarcate pedestrian route by green road marking of 'footway', including at R. Almond Walkway crossing before blind bend



Vegetation clearance and cutting back trees would enhance sightlines and increase usable width of carriageway in vicinity of access to Walkway



Increase in car parking is exacerbating hazards on Brig approach



Cars parked at blind bend near access lane to Pony Field play park forces walkers into paths of cyclists and vehicles



Narrow lane on NCN1 approaching section between golf courses is often conflict point between cyclists and walkers



Potential for 'Cyclists Give Way to Pedestrians' signs at path entrances

