
Report To:	Environment & Regeneration Committee	Date: 3 March 2022
Report By:	Interim Director, Environment & Regeneration	Report No: ERC/RT/GMcF/18.632
Contact Officer:	Gail MacFarlane	Contact No: 01475 714800
Subject:	Spaces for People Update – Cycle Lane Monitoring Results	

1.0 PURPOSE

- 1.1 To advise Committee of the outcome of the monitoring carried out on the cycle lane usage and traffic movement from Battery Park to Laird Street.

2.0 SUMMARY

- 2.1 On 28 April 2020, the Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP, announced a £10m funding package for temporary walking and cycling measures which would be administered by Sustrans. The Council made a bid to the 'Spaces for People' fund and were notified that we were successful in securing the full amount.
- 2.2 The funding package was for temporary infrastructure projects with a view to making them permanent to support and make it safer for people to walk, cycle or wheel for essential trips during the Covid-19 pandemic.
- 2.3 The projects were to be delivered quickly and provide a visible improvement that has an immediate benefit and assists with physical distancing. At the Environment and Regeneration Committee on 29 October 2020 it was agreed that a number of projects to assist social distancing could be implemented and the cycle route from Battery Park to Laird Street, Greenock was part of that. The cycle route has been segregated after consultation to create a safer space for all road users including, motorists, cyclists, wheelers, and pedestrians. It also supports and assists with social distancing, promotes active travel, sustainable transport and reduces reliance on single occupancy car use in line with the Scottish Government's National Transport Strategy.
- 2.4 The Scottish Government fully funded new infrastructure programmes for pop-up walking and cycling routes or temporary improvements to existing routes. This is supported by a package of guidance and support from Transport Scotland and Sustrans Scotland for improvements such as widened pavements and cycle lanes.
- 2.5 This cycle route has been designed to current design practices and will help achieve the Scottish Government's vision to reduce car travel by 20% by 2030 by creating a safe and family friendly dedicated cycle route from the Battery Park to Greenock. The cycle lane supports the delivery of Net Zero aspirations and carbon reduction.
- 2.6 Construction works on the cycle route started in February 2021 and were completed in June 2021. On completion of the works minor amendments and improvements were incorporated following monitoring and feedback.
- 2.7 The cycle count figures between Battery Park and Greenock Town Centre are projected to show an average of 21,992 cyclists will travel along the route annually in both

directions, equating to 10,996 if they are all returning. Historical data on cycle usage along the route shows that on the Eldon Street section in July 2014 there were 89 cyclists a day; compare this to the average results in July 2021 and this shows a 131.5% increase. At Brougham Street the number of cyclists recorded in July 2014 was 78; compare this to recorded figures in 2021 and there is a 68.9% increase.

- 2.8 Monitoring of the impact on the traffic flowing along Brougham Street before and after the installation has been evaluated and the results show that during the week the number of times the queue length reached Campbell Street has been reduced by 66% and there is a 33% reduction at the weekend. Also comparing 2019 to 2021 shows that during the week there is an 8% increase of traffic travelling through the junction of Brougham and Patrick Street during the week and an 18.5% increase at the weekend. These figures show that the installation of the cycle route has not had a negative impact on traffic flow.
- 2.9 There will be a media campaign “be courteous Inverclyde” to promote the benefits of respecting other road users and sharing the footway space. Another campaign will promote the use of the route and also highlight the changes to the highway code.

3.0 RECOMMENDATIONS

3.1 It is recommended that the Committee:-

a) notes the amendments made to the cycle lane following completion detailed in 4.10 to reflect feedback received and site observation;

b) notes that traffic surveys have been undertaken and the surveys show less delay to vehicular traffic than in 2019;

c) notes that the cycle route usage data shows an anticipated usage in excess of 10,000 cyclists per year;

d) agrees that monitoring should continue for a further six months to determine usage of the cycle lane during the Summer season. The additional usage data will be brought before this Committee in September 2022 for consideration;

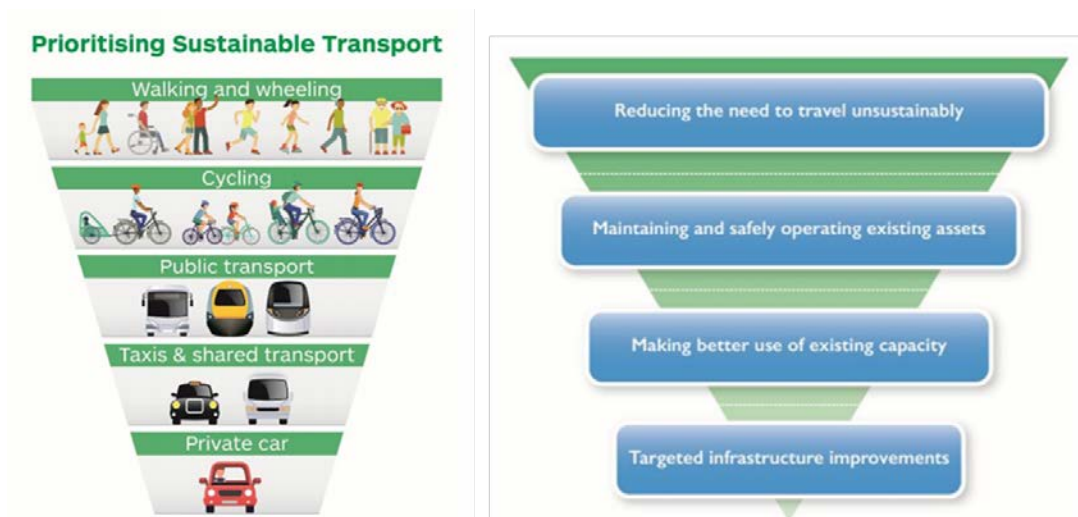
e) agrees that any review of the section between Grey Place and Laird Street is paused until the completion of the construction works at West Blackhall Street and;

f) notes that further minor amendments may be deployed to improve the cycle lanes deployment.

Gail MacFarlane
Head of Service – Roads & Environmental Services

4.0 BACKGROUND

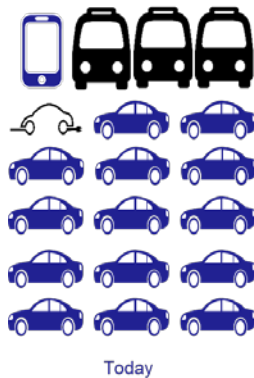
- 4.1 On 28 April 2020, the Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP, announced a £10m funding package for temporary walking and cycling measures which would be administered by Sustrans. The Council made two bids totalling £0.585m to the 'Spaces for People' fund and were notified that we were successful in securing the full amount.
- 4.2 The funding package was for temporary infrastructure projects with a view to making them permanent to support and make it safer for people to walk, cycle or wheel for essential trips during the Covid-19 pandemic.
- 4.3 The projects were to be delivered quickly and provide a visible improvement that has an immediate benefit and assists with physical distancing. At the Environment and Regeneration Committee on 29 October 2020 it was agreed that a number of projects to assist social distancing should be implemented and the cycle route from Battery Park to Laird Street, both Greenock was part of that.
- 4.4 The project brief was to create additional space along the existing shared footway/ cycleway from Battery Park to the Esplanade, by extending the space from 3m wide to 4m and to improve access to Greenock town centre during the pandemic when some did not feel safe travelling on public transport. The route was to clearly define the areas for cycling, walking and wheeling and be safe for use by an unaccompanied 12 year old. The route was to promote health, wellbeing and exercise and assist users who are anxious about public transport and do not have access to private cars.
- 4.5 The route has been designed in accordance with current design standards and changes the priority of some junctions to give cyclists priority over vehicles. The route accords with National Priorities to reduce car travel by 20% by 2030 and the new roads hierarchy shown below with priority starting with walking and wheeling, then cycling, public transport, taxis and shared transport and finally private car.



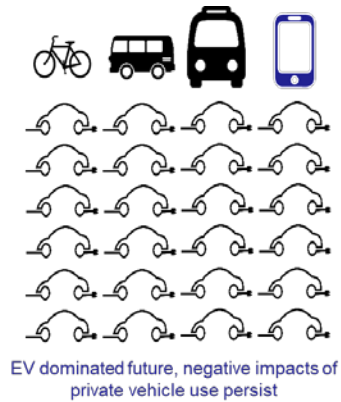
- 4.6 The Scottish Government directive is to promote behaviour change to shift towards active travel, increased use of public transport, and switch to more sustainable modes of transport and discourage car use. Some of the initiatives will be:-
 - Low emission zones
 - Car parking levy
 - Car disincentives
 - Fuel duty
 - Cost of motoring
 - Car sharing.

- 4.7 The focus over the next decade will be to reduce car travel. 56% of journeys are less than 5 miles and another 40% are less than 35 miles, therefore in total 96% of all journeys are less than 35 miles. If active travel was commonplace then the journeys under 5 miles would reduce the carbon emissions.

UNSUSTAINABLE



SUB-OPTIMAL



OPTIMAL?



- 4.8 The cycle route is the first section of dedicated cycle path in Inverclyde and it is part of a vision to create a dedicated safe cycle route from Gourock to Port Glasgow. This route will be off road and safe for families as well as commuters. The route will also be used as a tourist attraction. Travel to Inverclyde by train or bus, start at Gourock and cycle on a relatively flat, family friendly route to Port Glasgow and depart on the train or bus again. Along the route there will be many areas of interest and places to stop;

- Gourock Town Centre
- Battery Park – football, rugby, gym, skate park, play park
- Large buoy, on the esplanade
- Telescope, on the esplanade
- Container Terminal
- Greenock Town Centre
- Historical fire station
- Ginger the horse
- Greenock Historic Quarter
- Greenock Ocean Terminal
- Waterfront
- Beacon Arts Centre
- James Watt Dock – Crane
- Inch Green Dry Dock
- Port Glasgow Lighthouse
- Coronation Park – play park
- Sculpture, Coronation Park
- Port Glasgow Town Centre

- 4.9 The cycle route construction works started in February 2021 and were completed in June 2021. The project consisted of sections that were permanent and some that were temporary with a view that following monitoring and approval may become permanent.

- Battery Park to Esplanade - Temporary
- Esplanade – Permanent
- Campbell Street - Permanent
- Brougham Street - Temporary
- Grey Place - Temporary
- Dalrymple Street - Temporary

- Laird Street – Permanent.

4.10 On completion of the cycle route and following feedback and monitoring, further amendments were incorporated to further improve the movement of pedestrians, cyclists and vehicles. The improvements included;

- Installation of a dedicated right turn lane at Patrick Street
- Replacement of the bus shelter at the Battery Park to further increase the available space
- Removal of the pedestrian barriers from Container Way.
- Adjustment of the traffic light timings at Patrick Street.

4.11 Feedback received from elected members and the general public centred on the number of cyclists using the route and also the delay to the traffic on Brougham Street at the Patrick Street lights. Cycle and vehicle counts were undertaken over a 4 week period in July and again for another 4 week period at the end of September. The table below summarises the cycle count from July and September. The cycling figures below are higher during the summer but then with poor weather, as we moved into autumn, they show a decline. This is normal and to be expected. Across the country more people cycle in the summer compared to the autumn.

Week Starting	Eldon Street		Esplanade		Brougham Street		Dalrymple Street	
	Average Number Cyclists	Average Number Cyclists	Average Number Cyclists	Average Number Cyclists	Average Number Cyclists	Average Number Cyclists	Average Number Cyclists	Average Number Cyclists
	Day	Week	Day	Week	Day	Week	Day	Week
05-Jul-21	170	1190	173	1211	117	819	63	441
12-Jul-21	203	1421	208	1456	130	910	No results	
19-Jul-21	245	1715	242	1694	156	1092	68	476
26-Jul-21	180	1260	181	1267	124	868	63	441
13-Sep-21	104	728	58	406	73	511	32	224
20-Sep-21	69	483	48	336	59	413	33	231
27-Sep-21	51	357	32	224	41	287	26	182
04-Oct-21	51	357	31	217	43	301	24	168
8 wk average	134	939	122	851	93	650	44	309
Monthly Total		3,756		3,404		2,600		1,236
Annual total for an 8 month usage		30,048		27,232		20,800		9,888

Two way cumulative figures

4.12 The cycle figures between Battery Park and Greenock Town Centre on average annually are projected to show that 21,992 cyclists will travel along the route in both directions, equating to 10,996 if they are all returning. Historical data on cycle usage along the route

shows that on the Eldon Street section in July 2014 there were 89 cyclists a day; compare this to the average results in July 2021 and this shows a 131.5% increase. At Brougham Street the number of cyclists recorded in July 2014 was 78; compare this to recorded figures in 2021 and there is a 68.9% increase. The recorded data does show that some cyclists are still not using the route and it is proposed that a media campaign will be developed to promote and encourage cyclists to use the dedicated lane.

4.13 A traffic survey was under taken in October 2019 on Brougham Street at the junction with Patrick Street. In 2019 the results showed that the queue length was back to Campbell Street 15 times during the am peak. The traffic survey results from July and September 2021 showed that the traffic queued back once during the am peak and 4 times during the pm peak. This results in a 66% daily reduction of queues during the week. Comparing a Tuesday in 2019 to a Tuesday in 2021 there were no queues recorded in 2021. Traffic movements have changed during the pandemic and the figures from 2021 show that at the weekend the queue length was back to Campbell Street 5 times am and 5 times pm, however this is still a 33% reduction from the figures in 2019.

Blocking from	Blocking to	Occurrences	
		Am peak	Pm peak
Site 3 – Brougham Street / Patrick Street / Grey Place Junction Oct 2019	Site – 4 Brougham Street / Campbell Street	15	0 (Tues)

Blocking from	Blocking to	Occurrences	
		Am peak	Pm peak
Site 3 – Brougham Street / Patrick Street / Grey Place Junction. July/Sept 2022	Site – 4 Brougham Street / Campbell Street	1 (0) 5	4 (Frid) (0) (Tues) 5 (Sat)

4.14 Comparing the volume of traffic traveling through the junction from 2019 to 2021. During the peak hour on a weekday there are an additional 64 vehicles travelling through the junction, equating to an 8% increase in traffic. The peak hour at the weekend shows an additional 144 vehicles travel through the junction which is an 18.5% increase since 2019. Again this shows the difference in traffic movement after the pandemic when more vehicles are travelling out with the normal peak hours and at the weekend.

- Vehicle Survey Information at Patrick and Brougham Street
- Number of vehicles in the peak hour towards Greenock

2019	2021	2021	
139	180	182	↑
623	640	726	→
9	15	7	↓
	Weekday	Weekend	

- An additional 64 & 144 vehicles per hour compared to 2019
- 8% and 18.5% increase in traffic

4.15 The traffic and cycle survey results in paragraphs 4.11 to 4.15 highlight that the installation of the cycle lane has not had a negative impact on the traffic flow and that there is a

potential usage of over 10,000 cyclists a year.

- 4.16 How and when to use the route and how to enter and leave the route is explained in the highway code along with who has priority at junctions;

Rule 61; Cycle Routes and Other Facilities. *Cycle lanes are marked by a white line (which may be broken) along the carriageway (see Rule 140). Use facilities such as cycle lanes and tracks, advanced stop lines and toucan crossings (see Rules 62 and 73) where they make your journey safer and easier. This will depend on your experience and skills and the situation at the time. While such facilities are provided for reasons of safety, cyclists may exercise their judgement and are not obliged to use them.*

Rule 62; Cycle Tracks. *These are routes for cyclists that are physically protected or located away from motor traffic, other than where they cross side roads (see Rule 206). Cycle tracks may run alongside footpaths or pavements and be separated by a feature such as a change of material, a verge, a kerb or a white line. You MUST keep to the side intended for cyclists as the pedestrian side remains a pavement or footpath.*

Some cycle tracks shared with pedestrians will not be separated by such a feature. On such shared use routes, you should always take care when passing pedestrians, especially children, older adults or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary (see Rule H2).

Rule 63; Sharing space with pedestrians, horse riders and horse drawn vehicles. *When riding in places where sharing with pedestrians, horse riders or horse drawn vehicles is permitted, take care when passing pedestrians and horse riders, especially children, older adults or disabled people. Slow down when necessary and let them know you are there; for example, by ringing your bell (it is recommended that a bell is fitted to your bike), or by calling out politely.*

Remember that pedestrians may be deaf, blind or partially sighted and that this may not be obvious.

Do not pass pedestrians, horse riders or horse drawn vehicles closely or at high speed, particularly from behind. You should not pass a horse on their left. Remember that horses can be startled if passed without warning. Always be prepared to slow down and stop when necessary.

Rule 170

Take extra care at junctions. You should

- *watch out for cyclists, motorcyclists, and pedestrians including powered wheelchairs/mobility scooter users and pedestrians as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind.*
- *give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. If they have started to cross they have priority, so give way (see Rule H3).*
- *remain behind cyclists, horse riders, horse drawn vehicles and motorcyclists at junctions even if they are waiting to turn and are positioned close to the kerb.*

- 4.17 The bus stops have been located in the running lane to reduce the bus delay as the buses have issues exiting back into the running lane. This will help to promote sustainable travel. The delay to the overall traffic will be minimal.

- 4.18 The route has been designed to have a minimal impact on parking as it has been placed on roads where there was already a parking restriction in place; only 6 spaces have been lost over the length of route and these are on Laird Street.

4.19 Since the introduction of the cycle lane there have been a number of minor revisions carried out as identified in Para 4.10. Monitoring of road users behaviour has indicated that further minor amendments may be required to help support sharing infrastructure, however it is not recommended reviewing the section of road from Gray Place to Laird Street until the West Blackhall Street junction has bedded in.

5.0 IMPLICATIONS

Finance

5.1 There are no financial implication in this report.

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments

Legal

5.2 There are no legal implication arising from this report

Human Resources

5.4 There are no HR implications arising from this report.

5.5 Equalities

(a) There are no equalities implications in this report.

	YES
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

(c) Data Protection

Has a Data Protection Impact Assessment been carried out?

X

YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.

NO

Repopulation

5.6 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

6.1 The Head of Legal and Democratic Services and the Chief Financial Officer have been consulted on this report.

7.0 LIST OF BACKGROUND PAPERS

7.1 None.