

## A77 Ayr Road & Fenwick Road Response Measures (Spaces for People) Early removal of temporary light segregation Options Assessment; Summary Note - February 2022

### 1. Summary

- 1.1. Planned continuation of A77 Ayr Road and Fenwick Road Spaces for People measures until June 2022 will pose resourcing challenges for East Renfrewshire Council (ERC). This note presents short term options and key considerations to support potential early removal of temporary light segregation.
- 1.2. The integrity of flexible bollards, as well as longer term sustainability of ongoing operations and maintenance, remain key issues. These have not been (and cannot be) adequately resolved beyond the Spaces for People temporary infrastructure programme, which ends March 2022.
- 1.3. **Removal of current flexible bollard arrangement and transition towards a more robust permanent arrangement are emerging as key recommendations.**
- 1.4. Retention of mandatory cycle lane markings and temporary 30mph speed limit on Ayr Road is however advised until the completion of trial June 2022.

### 2. Short-term Options

- 2.1. **Option A: Early removal of all temporary light segregation early Spring 2022 (preferred)**
- 2.2. Option B: Retention of all temporary light segregation until at least June / July 2022 and pending ERC Cabinet decision on whether to retain, modify or remove measures.
- 2.3. Option C: Early removal of more numerous and less durable flexible bollards early Spring 2022 (as per Option A) with the retention of 'wand orca' units to be subject to further monitoring Spring 2022.

### 3. Key Considerations

- 3.1. Monitoring & Evaluation Framework for Ayr Road and Fenwick Road. Monitoring framework is complete and final surveys pending. Analysis and evaluation is due for completion early Spring 2022.
- 3.2. A77 Masterplan development has commenced. Key outputs include Background Report, Phase 2 Design Review and Strategic Development Framework to support future consultation and design development for Ayr Road & Fenwick Road. The Masterplan will be based on community and stakeholder design feedback as well as key learnings gleaned from the trial. This work is due for completion early Spring 2022.

- 3.3. The need for a more sustainable maintenance regime is key and a necessary requirement of any future permanent scheme. This is unlikely to be fulfilled by current arrangements and requires further dialogue across ERC services.
- 3.4. Reliability and resilience issues associated with flexible bollards currently in-situ. This may undermine future business case and benefits associated with an improved cycle level of service in the future.
- 3.5. Final deadline for Sustrans Spaces for People grant claims / expenditure in arrears is 14 March 2022. Following this, any additional expenditures will be incurred by ERC.
- 3.6. Pre-election period and associated communication restrictions from 14 March. This makes ongoing consultation and engagement challenging, if not impossible.

#### 4. Options Appraisal

	Strengths / Opportunities	Weaknesses / Threats
Option A: Early removal of all temporary light segregation early Spring 2022	<p>Allows removal of temporary light segregation via Spaces for People funding.</p> <p>Enables a refreshed focus on future plans currently in development (rather than management of existing arrangements)</p> <p>Allows for completion of monitoring to support evaluation and ERC Cabinet report June 2022</p> <p>Provides potential for additional traffic data &amp; community feedback to assess changes with and without light segregation present. This includes a 'pre-removal consultation' with community and stakeholders.</p> <p>Negates need for council to procure any additional flexible bollards which, based on experiences to date, is seen as a sub-optimal solution to longer term cycle lane segregation.</p>	<p>Removal of temporary light segregation will pre-empt final evaluation and recommendations on whether measures should be retained, modified or removed.</p> <p>Removal prior to completion of trial may be viewed as premature</p> <p>Negates the opportunity for community &amp; stakeholder consultation post-evaluation.</p> <p>General implications on future plan, policy or strategy development unknown.</p>
Option B: Retention of temporary light segregation (pending ERC cabinet decision in June 2022)	<p>Allows full evaluation of monitoring objectives (including traffic, community perception, management / maintenance and design outcomes) whilst measures are in-situ.</p> <p>Provides additional evidence to support future management / maintenance plans</p> <p>Opportunity to consult community and stakeholders on whether measures should be</p>	<p>Continued loss of bollards. Overall negative impact on integrity of measures in place and community perceptions. Accepted that flexible bollards currently in place are a sub-optimal solution to longer term cycle lane segregation.</p> <p>Continued replacement of light segregation, even in the short term, not viewed as sustainable.</p>

	<p>retained, modified or removed following publication of evaluation and Masterplan report.</p> <p>If retained, provides continuity from temporary measure to permanent scheme.</p> <p>If retained, opportunities to secure potential efficiency savings via operation plan development.</p>	<p>Ongoing expenditure and maintenance liabilities to be incurred by ERC.</p> <p>Future costs of removal to be incurred by ERC or to be facilitated via external active travel funds.</p> <p>Timescales for future plans unknown</p> <p>Capital match-funding requirements for future delivery likely to be significant with no financing plan currently in place.</p> <p>ERC resource to manage / maintain in the long term unknown. Uncertainties regarding future maintenance implications remain unresolved.</p>
<p>Option C: Retention of 'wand orca' units only (pending ERC cabinet decision in June 2022)</p>	<p>Allows ongoing testing of the long-term resilience of the "wand orca" units which, thus far have, experienced no/minimal damage, and their potential for wider use along the A77 Corridor.</p> <p>Removes the maintenance burden associated with the more numerous and less durable flexible bollards, which are considered sub-optimal due to vulnerability to damage.</p>	<p>Any subjective safety benefits of light segregation would be almost entirely lost, as there are only a small number of wand orca units (mostly at start and end of side road junctions).</p> <p>Presence of wand orca units may appear 'out of place' and present road safety hazard for road users. Will require audit from road safety professional.</p> <p>Impact on road sweeping operations unknown.</p> <p>Ongoing maintenance and any expenditures will still be incurred by ERC.</p> <p>Future costs of removal to be incurred by ERC or via external active travel funds.</p>



Fig 1: Types of temporary traffic management trialled on A77 (l-r); red & white flexi-cylinder (Fenwick Road), Marshall's swing wand bollard black 1000 (Ayr Road), Rediweld Greenwich Wand Orca (Ayr Road)

## 5. Finance

- 5.1. Option A - No significant financing implications. All capital costs to be met by Spaces for People programme. Minor resource implications via existing Roads & Transportation staff involvement in monitoring and reporting. Possibility of 'lining and signing' modification following the trial. Operational management reverts to pre-2021 arrangements.
- 5.2. Option B until July 2022 is likely to represent a £15,000 deficit in the 2022/23 Roads & Transportation revenue budget, which excludes ERC Roads & Transportation staff time.
- 5.3. Impact on Neighbourhood Services budget not assessed, however, it is understood from discussions this cost cannot be absorbed given current budget constraints.
- 5.4. In the longer term, there are too many assumptions and uncertainties to determine accurate expenditure. This should consider potential efficiency savings, fleet and staff operating costs, extent of RCU involvement, potential sources of revenue generation and any necessary engineering or changes to design to ensure longer term durability.
- 5.5. Option C – Difficult to determine. Majority of overhead costs associated with Option B will be removed, however, requirement for ongoing monitoring and inspections will remain. Impact on operational management of Roads Assets not fully assessed.

## 6. Consultation

- 6.1. It is advisable that any operational decision be subject to final community and stakeholder consultation in order to gather views and consider impacts of early removal of light segregation.
- 6.2. Assuming removal may commence around end of March 2022, Option A consultation would allow a two week window up until 14 March 2022 to avoid pre-election period restrictions.
- 6.3. Option B consultation (following local elections on 5 May 2022) is dependent on draft Cabinet Report submission deadlines. These deadlines may impact Roads & Transportation Service ability to consult prior to 16 June Cabinet meeting.

## 7. Partnership

- 7.1. Sustrans have confirmed that they are unable to support ERC with any additional temporary infrastructure funding into the 2022/23 financial year
- 7.2. With regards to removal of scheme, Sustrans have no objections
- 7.3. Sustrans would be willing to support procurement of a compact sweeper via 2021/22 Spaces for People for funding should ERC be minded to continue measures into the future.