

to ewan.kennedy@edinburgh.gov.uk, Spokes

## Roads Management, Maintenance and Active Travel

Dear Ewan

The recent case of the closure and re-opening of Brunstane Road to cyclists was a reminder of how road management and maintenance matters can unnecessarily impact on cycling in the city. There are several issues we have identified where we envisage some small changes in council policies and standards would have positive benefits for cyclists and help promote cycling as a mode of travel. Please can you consider the following -

Issue and Impact on Cyclists	Proposed Change
<b>Road Closures</b> – can unnecessarily restrict connections and add obstacles to journeys.	Roads should only be closed to cyclists where cycling is not possible or not safely possible. Otherwise a rideable passageway should be left in any barriers used in road closures to restrict motor traffic.
<b>Advisory Cyclist dismount signs</b> – the advisory nature is not appreciated by cyclists and the wider public. On the one hand cyclists dismount when it is often safe and reasonable to continue riding and on the other, if they do ride through, the public think they are ignoring the rules and being irresponsible.	An alternative sign drawing on the Portobello Prom ones should be used. The wording would be something like “Pedestrian Priority Considerate Cycling Permitted”
<b>Temporary narrow lanes</b> during roadworks – Drivers can be intimidating to cyclists in such circumstances trying to overtake where there is inadequate room.	Where road width is 4 metres or less signs should be erected saying “Do not overtake cyclists through the roadworks”
<b>Temporary cycle paths</b> – should be subject to minimum standards. Those created as part of Flood Defence Work near Roseburn were seriously flawed	A standard should contain factors like - Width should be a minimum of 3 metres unless restrictions prevent this If barriered at the side, corners greater than 60 degrees should have additional width. Surfaces should be smooth, solid and well draining [not large chip hardcore].
<b>Tar and Chip resurfacing</b> – this recently revived quick technique, much seen in north west Edinburgh can leave deep deposits of small stone chips which can be dangerous for two wheeled vehicles in the days immediately following treatment	The contracts for applying this treatment should include one or more sweeps of the road surface to remove concentrations of the chips in the days following their application.

We look forward to hearing your views on the prospects for adopting our proposed changes throughout the city.

Yours sincerely

Euan Renton, Spokes Planning Group