

Councillor Maureen Child
The City of Edinburgh Council
City Chambers
High Street
EDINBURGH
EH1 1YJ

Date 15 May 2019
Your ref
Our ref SR1049598/DSW

Dear Councillor Child

ROADWORKS AND ROAD CLOSURES

Thank you for the email from Kirsty Lewin on behalf of Spokes concerning roadworks and road closures.

Firstly, in relation to the brief unplanned closure of Brunstane Road to cyclists I would like to apologise for this oversight. I have reiterated to my project managers the need to maintain access for cyclists in similar situation wherever possible. This approach aligns with the aspirations of Spokes as highlighted in their email.

In relation to temporary road closures we will always endeavour to maintain a safe rideable passage through a site for cyclists. It is normally only where the work requires complete reconstruction kerb-to-kerb (such as at Brighton Place) that this may not be possible. Where complete road closures cannot be prevented we will look at promoting alternative on-road diversions, signed in such a way as to minimise any additional distance in using the alternative route.

Many of the issues raised regarding cyclists at roadworks are addressed in Transport Advisory Leaflet 15/99 (TAL 15/99) issued by the Department for Transport in December 1999. Whilst this may be almost 20 years old it is still relevant, for example in recommending *inter alia* that lane widths of less than 3.75 metres should not be used through roadworks and that appropriate surfacing material should be used for any temporary cycle routes.

A further DfT document, "Safety at Street Works and Road Works - A Code of Practice", published in 2013 also considers cyclist safety at road works sites, whilst Chapter 8 of the "Traffic Signs Manual - Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1: Design" contains specific information relating to cyclists, and whilst there are no specific Council policies or standards concerning cyclists at road works, the publications and guidelines detailed above form part of the suite of reference documents used by our roads designers.

David Wilson, Transport Design and Delivery Manager

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The safety of road users (including pedestrians) and road works operatives must always be the priority. Hence, it is not simply a case of erecting signs such as “Pedestrian Priority, Considerate Cycling Permitted” to enable cyclists to use footways as this could have legal implications should an accident occur, particularly given that the majority of footways are significantly narrower than Portobello Promenade. However, as stated above, such instances of complete road closures requiring cyclists to dismount and use adjacent footways are, thankfully, the exception.

The provision of temporary signage to discourage motor vehicles from overtaking cyclists through road works sites is worthy of consideration though it should be noted that such signs could only be advisory as only prescribed traffic signs have the necessary legal powers to make them enforceable.

The point regarding the width and construction of temporary cycle routes is noted and, as stated previously, considered in TAL 15/99.

Finally, with regard to “Tar and Chip” resurfacing (surface dressing), the difficulties that loose chippings can cause for cyclists and motorcyclists are understood, and the contracts for this type of work already specify that the contractor must sweep the road upon completion of the process, then again within 24 hours and weekly thereafter, with additional visits if necessary as instructed by the project manager.

I hope you have found this response helpful. If you have any further queries please do not hesitate to contact me on 0131 469 3912 or david.wilson@edinburgh.gov.uk.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Wilson', with a long horizontal flourish extending to the right.

David Wilson
Transport Design and Delivery Manager