

Cyclists at Road Works

Guidance and Directions for Designers, Contractors, Council Operations and Utility Works on Edinburgh's Road Network.



Access for People on Bikes

To fulfil the desire in Edinburgh, to maximise and maintain cyclists using the road network during road works it is recommended that contractors, utilities, developers and other organisations wishing to carry out works on a road, be made aware of the instructions given in the Safety at Street Works and Road Works – A Code of Practice and also be instructed to use the Department of Transport Traffic Advisory Leaflet 15/99 as a guide for road works.

In the operation and maintenance of road networks, it is necessary from time to time to put in place temporary traffic management measures to facilitate safe road works, temporary closures or incident management, whilst keeping the traffic flowing as freely as possible. With high traffic flows on many roads, it is particularly important to plan all works activities and temporary closures to optimise safety, road space and work efficiency, whilst minimising road user congestion, delay and inconvenience.

Road works on or near a carriageway, cycleway or footway might impair the safety and free movement of vehicles, cyclists and pedestrians (particularly those with mobility and visual impairments). All reasonable steps should be taken to ensure that the effects of the works are reduced to a minimum. This information below sets out the requirements of undertaking road works or temporary closures on all kinds of road user and recommend steps that should be taken to minimise these effects. It also emphasises the importance of following the recommended measures.

Cycle routes – look after cyclists

You must ensure suitable provisions are made for the safety of cyclists passing or crossing the works. Particular care is needed where cycle lanes or cycle tracks are affected by street works or road works because these routes may be especially popular with cyclists.



Cyclists might have to use other parts of the carriageway, a temporary cycle track, or an alternative route. You should consider whether access on the carriageway can be preserved for cyclists, even if it needs to be closed to motor vehicles.

Where the carriageway is closed but the footway remains open, a 'Cyclists dismount and use footway' white-on-red temporary sign can be used. Your supervisor, manager or other competent person may need to discuss these alternatives with the road authority.

When shuttle working with traffic control is needed, you need to refer to the table of unobstructed road widths past the works in order to help prevent unsafe conditions for cyclists. When portable traffic signals are used, bear in mind when setting the timings that cyclists might take longer than motor vehicles to clear the controlled section.

A cycle lane marked with a solid white line will have been created by means of a Traffic Regulation Order. Where one of these is affected by planned works, your supervisor, manager or other competent person will need to discuss the situation with the road authority well before work starts because it may be necessary to obtain the appropriate consent to suspend the cycle lane. Consent is not required in advance for emergency works, but must be applied for retrospectively at the earliest opportunity after commencement.

Temporary closure of a carriageway to traffic

If it is necessary to close a road to vehicular traffic, the approval of the road authority must be obtained. A Temporary Traffic Regulation Order or Notice will be required, and sufficient notice must be given to the road authority to enable them to comply with statutory obligations. For emergency works, Temporary Traffic Regulation Orders or Notices should be requested as soon as their need is recognised.



Every effort should be made to maintain pedestrian access past the works and to maintain vehicular access to all properties and premises within the closure area.

Under no circumstances may pedestrian access be completely denied to any property or premises. If a safe route past the works for motor vehicles cannot be provided, consider whether there is sufficient room to maintain access for pedal cycles. To accommodate two-way cycle traffic past a temporary works site, the desirable minimum width of the cycle track is 2.5 metres but 3 metres is preferable.

Where cycle flow is light, and/or give-and-take working operates, it might be acceptable to reduce the width to 1.2 metres. A 0.5 metre safety zone will be required between the works and the cycle track. Where a road is closed to all but pedal cycles, the 'Road closed except cycles' sign should be used.

In order to close the road except for cycles, you will need a Temporary Traffic Regulation Order, so you will need to discuss this in advance with the road authority.

For Designers of Temporary Road Works

When designing diversion routes at work sites, the designer should consider the needs of cyclists, who are unlikely to accept lengthy detours or long delays and are likely to ignore the diversion signs and/or use the footway. Guidance on catering for the needs of cyclists and other non-motorised users at work sites.

Where pedestrians, cyclists, equestrians and other vulnerable road users are affected by road works, the designer should give detailed consideration to minimising the impact on them and ensuring suitable alternatives exist. This consideration should include the following:

- review length and advance signing of diversion routes;
- safety implications of temporary surfaces, obstructions, ramps, diversions etc.;
- impact on frontagers;
- standard of surface/gradients/lighting;
- adequacy of lane widths for cyclists past the works and/or on the diversion route (see Traffic Advisory Leaflet 15/99);

- adequacy of crossing facilities for pedestrians;
- the needs of children, particularly if schools or play areas etc. are nearby;
- the impact on bus stop locations and access to bus stops;
- closing off of unsafe access across works; and arrangements for those with restricted mobility and other special needs.

Instructions within Chapter 8 of the Traffic Signs Manual - Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1: Design

CYCLISTS

D3.32.13 Consideration must be given to the safety of cyclists, in particular when narrow lane techniques are applied on all-purpose roads.

D3.32.14 Long lengths of narrow lanes can cause difficulties for cyclists and it may be preferable to have lanes that are too narrow for other vehicles to overtake than lanes where passing is possible but unsafe. Widths of between 2.75 m and 3.25 m for near side lanes should be avoided. Guidance on lane widths is given in Section D3.3.

D3.32.15 In situations where motor vehicles are unable to pass cyclists safely, for example, where the effective lane width is less than 3.5 m, the use of temporary speed limits should be considered, backed by the appropriate enforcement methods, where feasible (see Section 3.7).

D3.32.16 Cyclists are particularly vulnerable to rough surfaces, temporary or otherwise, and particularly gullies at the edge of the carriageway. The designer should ensure that provisions are made to keep wearing courses level and in good condition. Guidance on surface condition is given in Section D3.18.

D3.32.17 Wherever possible, access should be maintained for cyclists in both directions throughout the period of road works, avoiding more hazardous diversions. Where possible, a segregated cycle lane or route away from the carriageway should be provided particularly on dual carriageways or multi-lane roads.

D3.32.18 When cycle routes, and other facilities for the exclusive use of cyclists and pedestrians, are affected by the road works the changes should be clearly signed well in advance of the road works.

D3.32.19 Where there is cycle provision, such as cycle lanes or tracks, efforts should be made to keep these open or to provide an acceptable alternative during the road works.

D3.32.20 It is particularly important in the case of partial contra-flow schemes to ensure that the single lane, situated on the primary carriageway, is of adequate width to allow wider vehicles to pass cyclists.

Instructions within Chapter 8 of the Traffic Signs Manual - Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 2: Operations

O2.1.5 Where works are in progress on a road, the person, persons or organisation responsible for the works is under an obligation to any persons using the road, i.e. vehicle users, cyclists, pedestrians and other users, to take such steps as are reasonably practicable to protect them from personal injury and their property from damage. Therefore sufficient warning signs, barriers and other measures needed to highlight any danger should be placed at or near the site of the works to the extent necessary to discharge that obligation. These measures must be removed when no longer required. The Road Authority has the ultimate responsibility for the administration of all work that affects its roads.

O3.14.1 Consideration must be given to the safety of cyclists in particular when narrow lane techniques are applied on all-purpose roads.

O3.14.2 Long lengths of narrow lanes can cause difficulties for cyclists and it may be preferable to have lanes that are too narrow for other vehicles to overtake than lanes where passing is possible but unsafe. Lane widths between 2.75 m and 3.25 m should be avoided. Detailed guidance on lane widths is given in Part 1: Design, Section D3.3.

O3.14.3 In situations where motor vehicles are unable to pass cyclists safely, e.g. where the effective lane width is less than 3.5 m, the use of temporary speed limits should be considered, backed by the appropriate enforcement methods, where feasible; see Part 1 Design, Section D3.7.

O3.14.4 It should be borne in mind that cyclists are particularly vulnerable to rough surfaces (temporary or otherwise) and particularly gullies at the edge of the carriageway. Therefore, surface courses should be kept as level as possible, especially at locations where cycling demand is known to exist. Guidance on surface condition is given in Section O3.16.

O3.14.5 Care should be taken not to place cones, signs and other items in locations likely to cause hazards to cyclists.

O3.14.6 Where there is cycle provision, such as cycle lanes or tracks, efforts should be made to keep these open or to provide an acceptable alternative during the road works. They should not be blocked by signs, debris, plant etc.

O3.14.7 The settings on portable signals should give cyclists sufficient opportunity to pass safely through road works, particularly where oncoming motor vehicles cannot pass without conflict. See Section O3.21 for guidance on the use of portable traffic signals.

O3.14.8 When cycle routes, and other facilities for the exclusive use of cyclists and pedestrians, are affected by the road works the changes should be clearly signed well in advance of the road works.

O3.14.9 Cyclists may be tempted to ride contra-flow to the traffic or use the footway in order to avoid potential hazards, lengthy diversions or other long delays. Hence, wherever possible, access for cyclists should be maintained in both directions throughout the period of road works, avoiding more hazardous diversions. Where possible, a segregated cycle lane or route away from the carriageway should be provided particularly on dual carriageways or multi-lane roads.

O3.14.10 Department for Transport Traffic Advisory leaflet 15/99 gives further guidance on catering for the needs of cyclists at road works.

O3.14.11 For road works on routes used by both cyclists and pedestrians, the guidance given in this section should be considered in conjunction with that given in Section O3.13.