

Euan Renton

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Date 26 June 2020

Your ref

Our ref SR1078963

Dear Mr Renton

## EDINBURGH CYCLE ROUTES

Please see below our response to the four questions that you asked in your e-mail of 17 June 2020.

### 1. **What pre-warning the cycling community should receive in advance of such path closures?**

The Council would usually aim to provide a week's notice on site. We would also look to consult Spokes and, depending on the nature of the works, other stakeholders, in relation to projects that are likely to have a large disruptive effect (as per the three projects that are the subject of your e-mail). However this does have resource implications for both the Council and Spokes. We accept that in retrospect we should have given more notice (with more prominent information) about the Coltbridge viaduct closure - we prioritised resuming works as soon as possible but accept that we should have provided better information.

### 2. **When signed diversion routes should apply during path closures?**

This is a difficult judgement as diversion routes can vary substantially depending on the closure. In the case of the Coltbridge viaduct, the initial decision was that a fully signed diversion route from Ravelston Dykes was not suitable due to the narrow and fairly steep ramp and that we would instead focus on keeping the viaduct open at weekends. A partially signed diversion route has been implemented, making use of Quiet Route 8 (attached), with maps in place at all access and egress points along the path to cater for different path users and abilities (attached), and will be reviewed further to ensure all information is clear and taking into account any changes in travel restrictions over the next few weeks. Our Structures team (Stephen Knox, the team manager, is copied in here) have reviewed the potential to sign a diversion relating to the Newhaven Road bridge works; a diversion will be implemented from early next week. We will be in contact with you in relation to the proposals for the Telford Road bridge closure. The topic in general will be covered by the design guidance Factsheet (see below).

**Ewan Kennedy, Service Manager – Transport Networks**  
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**3. Progress with the factsheet?**

Unfortunately work to award contract for the next phase of sheets, which would have included the one on temporary works, has been delayed due to our work on the Spaces for People programme. So work is not yet progressing on the sheet. We hope to award during July, but would emphasise that the factsheet is one of a number, and so we do not expect to have a draft until late this year.

**4. Any other measures that you will take to prevent recurrence of badly managed road and path works?**

Whilst we understand your frustration in relation to the current path closures, we do not accept that they have been badly managed. We do endeavour to ensure that the needs of path users are appropriately taken into account as we plan and progress path repair and renewal projects. However we have to balance the convenience of users with the cost and effectiveness of works. Unfortunately the distancing requirements associated with the COVID-19 outbreak mean that at present it is necessary to introduce closures for maintenance in places where we would have normally maintained a through route; the Coltbridge viaduct is a prime example of this situation. Keeping the bridge open would have resulted in a substantial increase in costs during works and a less satisfactory end product. As noted above we are reviewing whether to sign a diversionary route

Yours sincerely



**Ewan Kennedy**  
**Service Manager – Transport Networks**