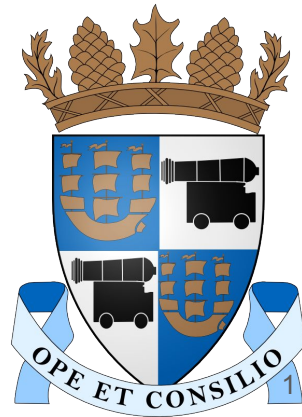# Portobello Promenade Cycling

Portobello Community Council
May 2016
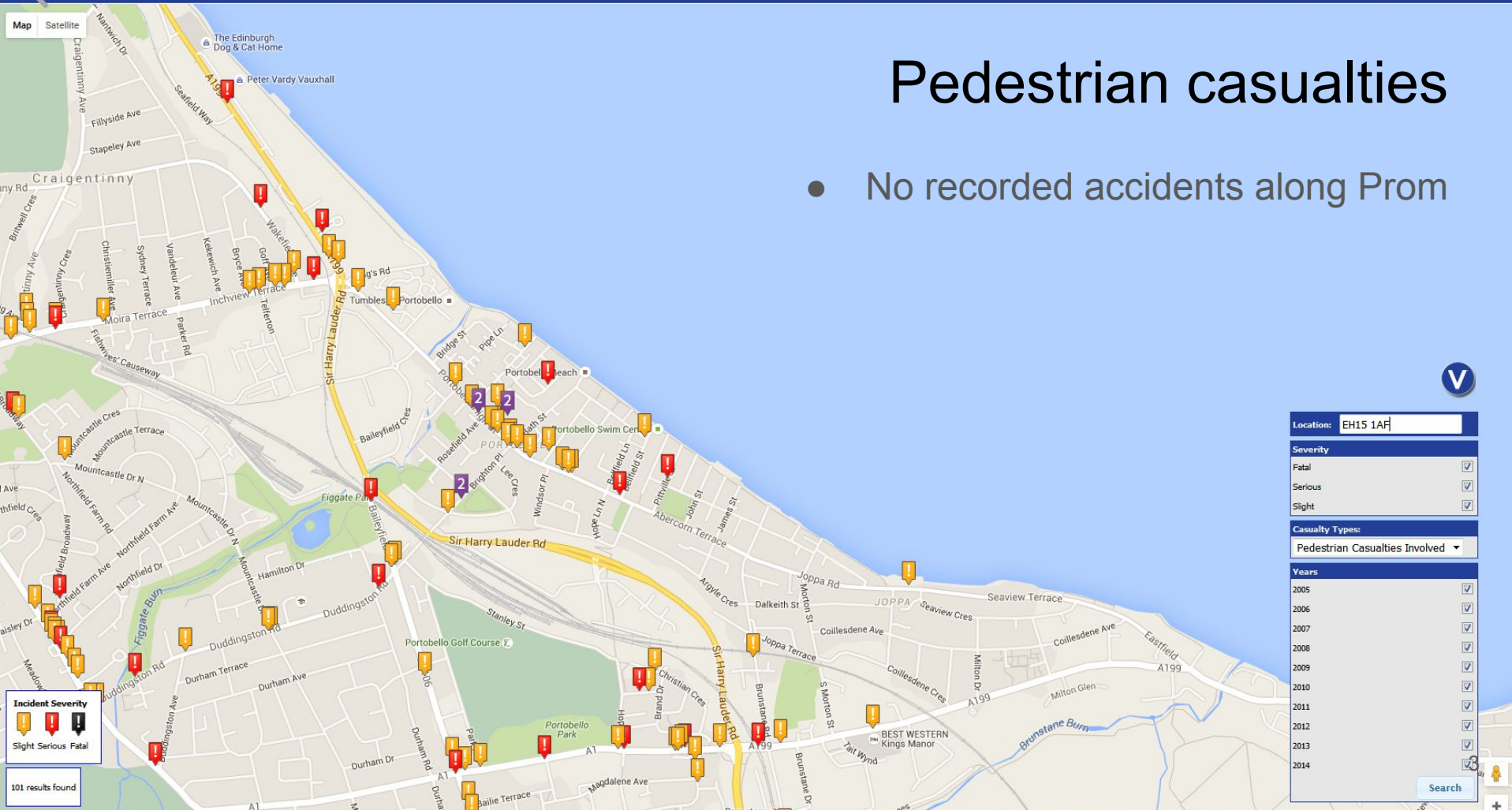
Context

- Portobello Prom is a Core Path
- Right of responsible access for walking, cycling, …
- If somebody is acting irresponsibly then they do not have a right to be there…
- Outdoor access comes under remit of Access Office at City of Edinburgh Council and Edinburgh Access Forum
  - outdooraccess@edinburgh.gov.uk
- Pedestrians experience frustration with some cyclists use of the Prom
- The Prom offers a safe car-free route for cyclists, avoiding Portobello High St
- Frustration, and concern - but no recorded injuries

Pedestrian casualties

- No recorded accidents along Prom

Cyclist casualties

- No recorded accidents on Prom
  - Safer option than High St

Physical constraints

Width of the Prom

extra wide

restricted width

no promenade - road/carpark only

wide

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Constraint

- At bottom of King's Rd there is no dedicated facility for pedestrians or cyclists
- Entire space given over to car parking

Constraint

- At bottom of Bath St width is reduced
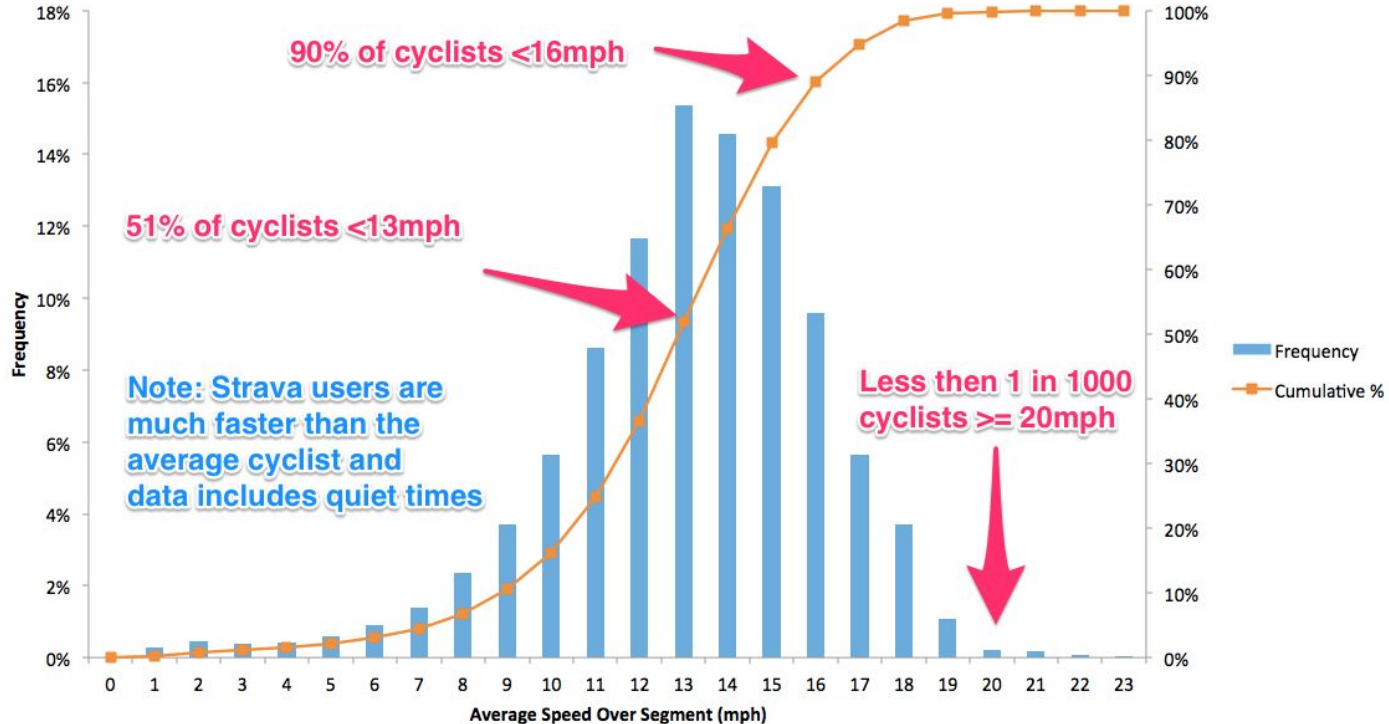- Cafe, bar, restaurant have tables on Prom

Constraint

- At bottom of Morton St width is reduced
- Poor visibility of people coming on to Prom from Morton St

Cyclist speeds on the Prom

Stats *(with thanks to Tim Kerby)*
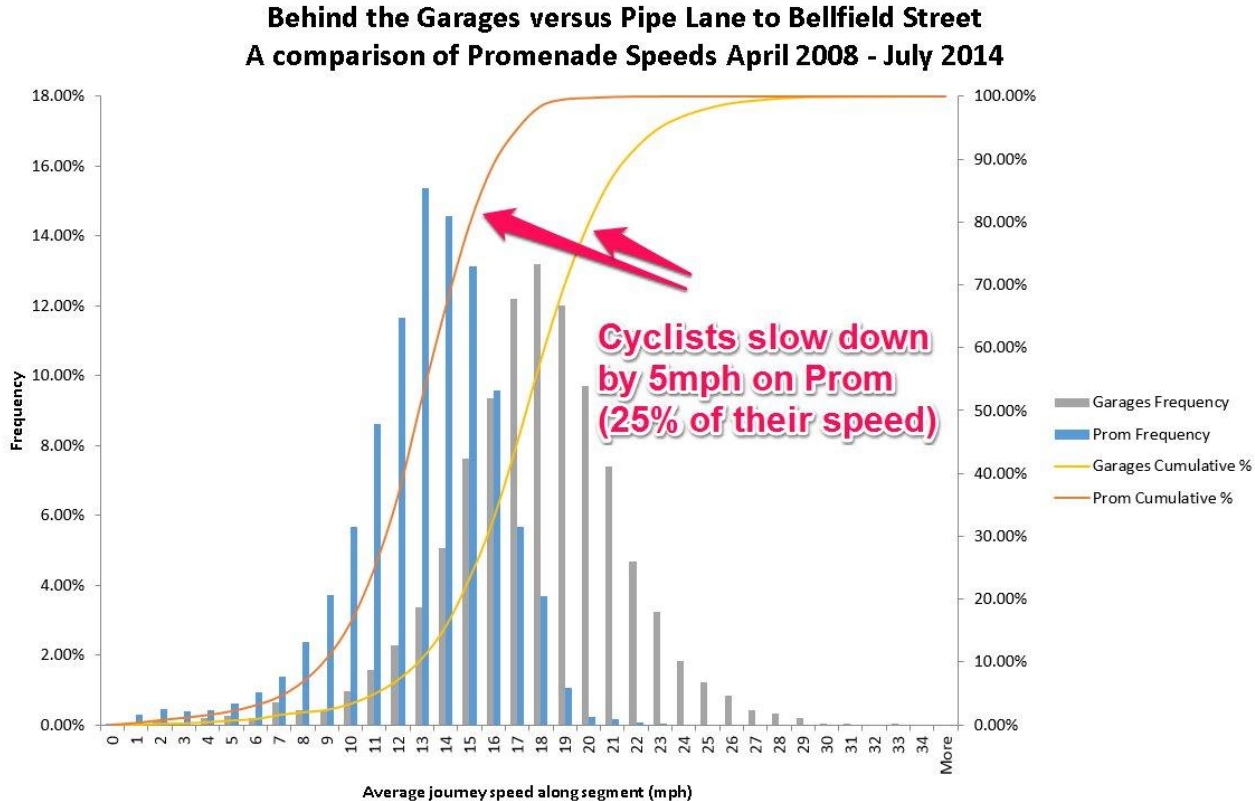
Section Pipe Lane to Bellfield Street

Pipe Lane to Bellfield Street Strava Analysis
5322 Rides by 1151 Unique Cyclists May 2008 to June 2014

90% of cyclists <16mph

51% of cyclists <13mph

Note: Strava users are much faster than the average cyclist and data includes quiet times

Less then 1 in 1000 cyclists >= 20mph

Frequency

Cumulative %

Average Speed Over Segment (mph)

Comparison: Behind Seafield garages / Pipe Ln-Bellfield

Behind the Garages versus Pipe Lane to Bellfield Street
A comparison of Promenade Speeds April 2008 - July 2014

Cyclists slow down by 5mph on Prom (25% of their speed)

Frequency

Average journey speed along segment (mph)

Garages Frequency
Prom Frequency
Garages Cumulative %
Prom Cumulative %

Comparison: Prom / Innocent Path

A comparison of Cycling Speeds April 2008 - July 2014
Behind the Garages - Pipe Lane to Bellfield Street - Innocent Tunnel to Ped Crossing
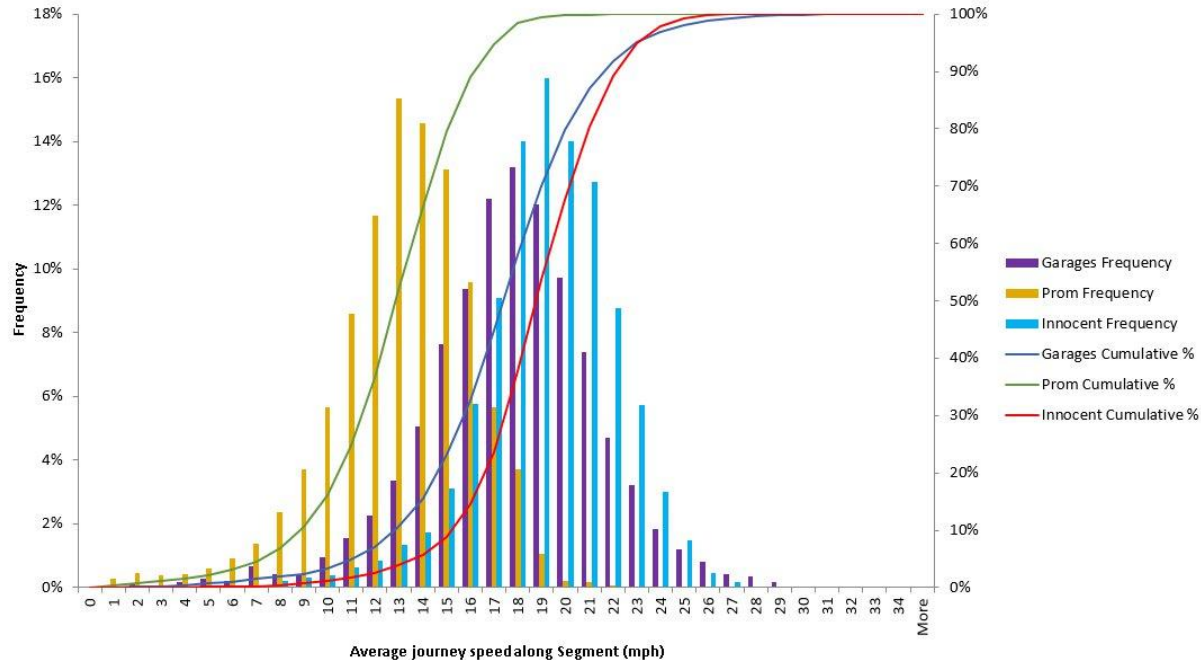
Common suggestions
Pros / Cons

Separation - cycle lane

- Pros:
  - Clear separation of pedestrians and cyclists
- Cons:
  - May encourage faster cycling - implied right of way
  - Lots of pedestrian movement across Prom, crossing lane
  - Min width of dedicated cycle lane is 2.5m - about half width at some points
  - Couldn't go hard against either side of Prom (lamp posts, bin, gates) so would need to run down middle
  - May simply be ignored by both cyclists and pedestrians - advisory, not enforceable

Photo: joshperrett

Speed limit

- Pros:
  - May encourage cyclists to reduce speed
- Cons:
  - Legislation on speed limits do not apply to cyclists - advisory
  - Majority of bikes do not have device to show speed
- Police occasionally check speed of cyclists of Prom

Photo: tokyobybike.com

More/better signage

- Pros:
  - May encourage more responsible use of the Prom
  - Current signage isn't intuitive, non-standard
- Cons:
  - Cyclists who currently ignore signs not likely to pay any more attention to extra signs
  - Pedestrians who currently ignore signs to be aware of cyclists also unlikely to pay more attention to other signs

Barriers/Chicanes

- Pros:
  - Could force cyclists to slow down or stop at specific points along the Prom
- Cons:
  - Restricts or significantly slows access for emergency services and service vehicles
  - Chicanes significantly restrict the use of non-standard bicycles (tandem, cargo bikes, tagalong, trailers)
  - Impediment to access for other users (e. g. wheelchairs)

Photo: HarkChief

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Other issues?

Parking

- Seafield end of Prom is routinely used for parking
- Resulting in vehicles maneuvering on shared use pavement to enter road

Kerbs

- At end of most streets leading to the Prom
- Kerbs extend over the Prom, even though the road end before
- Not flush
- Leads to noise as people cycle over
- Which can lead to perception of a speeding cyclist, or too close cyclist

Forced conflict

- Dropped kerbs are located on pavements leading to Prom
- No dropped kerbs at the end of the roads
- This forced cyclist joining onto the pavement and the corners, with reduced visibility

Next steps?

Awareness campaign?

- Using banners from lamp posts, or lamp post wraps
- Could be wider than just cycling

Porty ABC

Porty Prom and Beach can be busy all year round so please...

Always cycle slowly

Bag it and Bin it

Clean up after

Surface signs?

- Quick win?