

Covid-19 Cycling and Walking Emergency Response Measures:

Proposed single-track bus lane and conversion of existing carriageway lane to segregated cycle lane - Silverknowes Road North

Proposed cycle/pedestrian route from the roundabout at Silverknowes Parkway to the North Edinburgh Path Network (NEPN) at Silverknowes Road South

Combined Response from *Spokes – the Lothian Cycle Campaign*, 25 August 2020

Thank you for inviting us to comment on these proposals.

1. Proposed single-track bus lane and conversion of existing carriageway lane to segregated cycle lane - Silverknowes Road North

1.1 Given the proximity to Silverknowes Promenade, with its long shared-use walking and cycling path, this route is understandably targeted as recreational cycling and walking. As such the mainly 4.5 metre wide path is sufficiently wide for shared use, especially as pedestrians can also choose to use both existing pavements.

However, Silverknowes Road North will also be used by faster moving cyclists making longer journeys to and from Granton and beyond and it is logical that these should be allowed to remain “on-road” by using the bus lane, as is normal throughout Edinburgh. **We therefore recommend** that cyclists should also be permitted to use the Bus Lane. Although it is a one-way route with passing places for buses, the 4.5 metre width is amply wide enough for contraflow cycle traffic, akin to cycle contra flow on one-way streets which is being introduced across Edinburgh. Bus frequency is not high, but if considered necessary the lane could be marked out indicatively with a centre bus-width lane and narrow cycle lanes on each side.

Our comments of the detail of the proposed scheme

1.2 At the Marine Drive roundabout, it looks as if it might be hard for a southbound cyclist to turn onto the shared-use path from the roundabout and **we recommend** that appropriate detailed adjustments are made to make the turns more straightforward.

1.3 Similarly, but more seriously, at the Silverknowes Parkway roundabout we are concerned that there isn't a straightforward route for cyclists approaching on the road network to access the main shared use path from the roundabout - if the bus lane is not open for cycling and because the other lane is the southbound exit from the golf club car park. However, it appears that cyclists could just about turn left from the roundabout onto the narrow footway which is being redetermined to shared use – despite being very narrow - if a new dropped kerb was installed and appropriately signposted. Otherwise it looks like cyclists would have to exit the roundabout onto Silverknowes Parkway and then know to make an awkward “U” turn at the shared use crossing.

1.4 However, access to the shared path at both roundabouts will be greatly simplified if our

recommendation in 1.1 is accepted, reinforced by appropriate signing of the shared use lane.

1.5 **We recommend** that a dropped kerb be installed to connect to narrow sections of shared use pathway alongside the roundabout and that this pathway be widened as it is very narrow..

1.6 **We recommend** that zebra-style crossing markings be installed on the bus lane, at the point where the bus lane slews across from one side to the other, to make this clear to all users.

1.7 **We recommend** that the 30 mph speed limit be reduced to 20 mph.

2. Proposed cycle/pedestrian route from the roundabout at Silverknowes Parkway to the North Edinburgh Path Network (NEPN) at Silverknowes Road South

2.1.1 A continuation of the NEPN to Silverknowes Road North for onward travel to the popular Silverknowes Promenade is much needed, but in **our view this round-the-houses back-streets route is not the best way to create this linkage**. This is because the proposed route:

- is indirect,
- involves multiple turns with poor sightlines
- by-passes the opportunity to patronise the shops and business on the Silverknowes Road Parade, inconveniencing cyclists and denying passing trade to these businesses
- does not seamlessly connect to the NEPN.

2.1.2 **We strongly recommend** that this be the subject of a complete review, with a view to creating a segregated cycle-way on Silverknowes Road and dealing with the roundabout at the north end.

Although we have little enthusiasm for it, here are our comments on the proposed route.

2.2.1 These proposals, as shown at the west end of Silverknowes Parkway, are inconsistent with the separate “Pennywell Road” *Spaces for People* proposals consulted on last week. This is because there is no interface into the proposed westbound cycle lane on Silverknowes Parkway. **We recommend that** these proposals be adjusted to include this section of cycleway and, very importantly, to allow westbound cyclists already on it to reach the crossing. As shown here, this would be blocked by temporary kerbing. As part of this, we recommend that consideration should be given to fully closing the north end of Silverknowes Place as this would greatly simplify the layout.

2.2.2 Along the line of the quiet-street route we recommend that short sections of double yellow lines be introduced at all corner turn locations to improve sight-lines.

2.3 We are puzzled by choice of location to achieve the crossing of Silverknowes Road East from the NEPN at the southern end of this route. The chosen point requires the laying of temporary matting on the existing grass verge (with possible slip danger), when there is an existing wide tarmac link path to the NEPN very close-by to the south; which has a matching, albeit narrower, continuation path onwards towards Silverknowes Brae. We recommend that consideration be given to this alternative start point, which we consider is neutral with regard to pupils walking or cycling to Davidson’s Mains Primary School and preferable overall for easy and safe cycling.

Ewan Jeffrey, for Spokes Planning Group. 25 August 2020