

SPOKES *The Lothian Cycle Campaign*

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SPOKES Response to

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

11 December 2020

SPOKES continues to welcome the Spaces for People interventions.

1. Route Choice

1.1 In this case, we are disappointed that you continue to propose a “round-the-houses” back-streets route which, as previously commented on, is because the proposed route:

- is indirect,
- involves multiple turns
- 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.
- **does not reflect the active travel hierarchy**

1.2 We consider that there should be a segregated direct route using Silverknowes Road over its entire length as a much preferable solution. If there are width constraints, we propose that CEC consider a traffic-calming approach instead, using planters to create a series of chicanes, with suitable gaps between kerb and planter to allow bikes to travel straight through (something akin to Macdonald Road, but with greater impact on each lane in turn).

1.3 A direct link of this form would require some redesign at the Lauriston Farm Road roundabout, such as a mirror-image approach; or installation of segregation on the roundabout itself, as there is plenty of road width to allow this - the roadway is 2 lanes wide here and buses use the inner lane to make turns here.

2. Indirect route

2.1 Although we continue to have little enthusiasm for the indirect route, here are our comments on the revised version.

2.2 We thank you for introducing the short sections of double yellow lines at all corner turn locations to improve sight-lines.

2.3 We are very concerned about the design of how the bidirectional cycle route will finish in Silverknowes Court. Northbound it discharges cyclists onto the wrong side of the road, creating an awkward observation problem for exiting the segregation safely - this will not feel advantageous to someone marshalling young children, for example. We recommend that this be addressed by:

- extending the segregated lane round the corner into Silverknowes Court, and
- making Silverknowes Court one-way eastbound, with cycling exemption, between Silverknowes Road and the junction with Silverknowes Bank.
- introducing speed moderation measures and warning signage for traffic entering from Silverknowes Road

2.4 We still recommend that consideration should still be given to fully closing the north end of Silverknowes Place as this would greatly simplify the layout.

3. Interface with NCR 1/Link to Davidson's Mains Primary School

3.1 We welcome the proposed footway build-out to assist pedestrians crossing Silverknowes Road East and narrowing of

the carriageway; at a point where the road is wide and has a downhill gradient with high traffic speeds.

3.2 However, we are concerned that cyclists will be required to cross Silverknowes Road at a point at which:

downhill northbound traffic from Silverknowes Road East has been released from the narrowing into a wider section of roadway, such that traffic speeds are likely to be increasing here and:

- the crossing point is otherwise unprotected.
- the crossing point is opposite two driveways.

We recommend that:

- the crossing point be moved a little further to the north,
- warning signage is put in place
- the crossing itself be marked on the roadway with zebra stripes

Ewan Jeffrey

for Spokes Planning Group

11 December