

Spokes Lothian Planning Group has the below comments relating to [section 7.2 Travelling Safely Schemes](#) of the November 2023 TEC Papers

• **Comiston Rd** – changes at Comiston Springs Av jn; Pentland Ter floating parking & central island
Spokes Planning Group support the proposed adjustments to the bellmouth junction at Comiston Spring Avenue and making this buildout permanent being considered as possible ETRO changes.

Spokes Planning Group also support the review of the pinch point at the traffic island and Braid Hills Drive exit point given much cycle user feedback of this junction being the weakest part of the cycle provision from Greenbank to Fairmilehead.

We note that the Greenbank to Meadows Quiet Route information is pending review and should be provided in early 2024. However we emphasise that the above Comiston Road proposals need considered together with the Greenbank to Meadows Quiet Route.

• **Silverknowes Rd North**

Spokes objects to reopening the road to all traffic by narrowing the bike lane.

As noted in the TEC Report (9.2/9.3) it is recognised that this will likely increase car traffic and induce demand for short car journeys which is completely contrary to CEC's 30% car-km reduction target.

This is also incompatible with the Sustainable Transport Hierarchy which is part of CEC and Scottish Government policy. Marine Drive is fully accessible to private motor vehicles currently and as such we see no need for reopening this link to it.

Spokes would encourage the money and Officer time being spent on these negative proposals to be used instead to improve active travel here or elsewhere in the city.

• **Silverknowes Rd South** – We oppose replacing the Quiet Route by a segregated cycle lane which ends at a "busy roundabout" with admitted (9.2.2) potential increased cyclist risks and reduction in bike use.

As per the original Spokes comments of 2020 Spokes does encourage the provision of cycle facilities on main roads that are a natural link between the NEPN and Promenade at Silverknowes.

This reflects the transport hierarchy, is direct, involves fewer turns, gives the opportunity to patronise the shops and business on the Silverknowes Road Parade and seamlessly connect to the NEPN. However, ending at a busy roundabout is quite unacceptable.

Detailed information would need to be provided for full judgement to be passed on any proposed ETRO changes.

In summary it seems there is a contradictory approach to the two parts of the Silverknowes Travelling Safely ETRO proposals and as such Spokes PG requests detailed information and discussion on both before any final decisions are taken.