

Barnton Connections: DRAFT Spokes Response

Spokes strongly supports the proposed improvements which will make hostile streets and junctions significantly safer for pedestrians and cyclists. Connecting to NCN1 and the new paths at Cammo Meadows/Maybury Road will provide new, safe routes for many.

We are, however, extremely disappointed that the northern scope of the project will not reach Cramond. Extending the route further north provides invaluable network benefits, connects Cramond Primary to a safe cycling route, and provides an accessible alternative to the River Almond Walkway.

Project Comments

Signalised crossings are proposed at several busy junctions. Signal timings should be carefully considered to prevent significant delays for pedestrians and cyclists.

Where there are significant space constraints, it is expected that the transport hierarchy will be respected, with space being taken from the carriageway before cycleways and footways.

It is expected that wayfinding will be provided as part of the project, taking into account the new 'Edinburgh Cycle Network'.

Public cycle parking and space for the Voi cycle hire scheme should be provided at the retail units on Whitehouse Road.

Detailed Comments

Sheet 1a

The current junction design at Cammo Gardens appears to require at least four signal stages. Consideration should be given to preventing extreme waits for the cycle stage, which can encourage non-compliance.

Sheet 1b

Gaps in the segregation should be provided to allow cyclists to join the route from Barnton Grove/Queensferry Road.

Both arms of the A90 two-stage crossing should run simultaneously to prevent cyclists being held for long durations on the island, risking bikes backing onto running lanes.

Sheet 2

Sheet 3a

The cycleway should remain on the west side of the street, allowing for a continuous route. Swapping sides adds entrenched delay and makes the route less attractive.

Should the toucan crossing be retained, it should be raised to reduce vehicle speeds through this busy commercial section of street.

Should the cycleway be retained on the east side, gaps in the segregation should be provided to allow cyclists from Braehead Road and Grove to join the cycleway.

The continuous footway at the entrance to the golf course should be designed to prevent footway parking given the proximity to retail units.

Sheet 3b

Sheet 4a

Sheet 4b