

## **Barnton Connections: Spokes Response, February 2026**

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 is limited to NCN1 and 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. At a minimum, efforts should be made to use low-cost/semi-permanent materials to extend the route northwards.

### **Project Comments**

Bus stop bypasses are safe, tested solutions for protecting cyclists at bus stops while retaining pedestrian safety and we strongly support their inclusion. Where proposed, they should follow *Cycling by Design* standards with clear, raised crossing points and wide footways for pedestrians.

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

Side-street treatments across the project, including continuous footways, raised tables and reduced junction radii, are strongly supported and will reduce vehicle speeds.

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 discourage usage of the cycleway.

### **Sheet 1b**

Gaps in the segregation should be provided to allow cyclists to join the route from Barnton Grove and Queensferry Road. Barnton Grove forms part of a growing east/west route after recent active travel projects near Davidson's Mains Park and the Barnton Park area.

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 inherent 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 its proximity to retail units.

### **Sheet 3b**

### **Sheet 4a**

## Sheet 4b