

Spokes Response: West Area TRO/21/30A

General Comments

Spokes strongly supports the West Edinburgh ETRO and its significant contribution to encouraging people to walk, cycle and use public transport in the city.

Where lane defender units have been used in cycleways, efforts should be made to replace these with more permanent materials such as adhesive Scan kerbs as used on Holyrood Road. This both improves the visual appearance of the cycleway and provides a more continuous protected nature to the route.

There are numerous instances across the scheme areas where cycleways have an unacceptably poor surface from their time as vehicle lanes. Given the narrow nature of many of the cycleways, this can cause acute issues for cyclists. Notably, those taking avoiding action may potentially strike a lane defender. The surface of all cycleways should be reviewed, and suitable resurfacing undertaken where required.

Where motor vehicle prohibitions are proposed, access should always be retained for people walking and cycling - including on non-standard cycles such as cargo bikes and trikes.

There are numerous sections of cycleway where kerbside access is allowed and provided. Any instance of this, which forces cyclists to rejoin traffic, reduces the safety and attractiveness of the route and should be avoided where possible. The use of floating parking and loading bays, as well as relocating loading to side streets, has been successful in the city and should be used in further locations.

Detailed Comments

[A90 Queensferry Rd](#)

The proposed parking restrictions, motor vehicle prohibitions and bus lanes on the A90 are strongly supported and have enabled the introduction of protected cycleways on a key arterial route into the city.

Sheet 2

The modal filters at the Queensferry Road / Dean Park Crescent / Oxford Terrace junction have significantly increased road safety and decreased local rat-running, and is strongly supported.

Sheet 7

Cycle symbols should be added to highlight cyclists moving into the ahead only lane from the westbound cycleway at Queensferry Terrace roundabout.

Sheet 8

The refuge islands either side of the Queensferry Road / Orchard Road junction should be narrowed to remove the pinch point for cyclists and allow the cycleway to begin earlier.

Sheet 14

The cycleway should be marked over the access to Ravelston Woods.

Sheet 20

A cycle exception should be added to the no-entry restriction on Braehead Avenue.

[Cammo Walk](#)

The motor vehicle prohibition is strongly supported and has created a quiet, safe route for people to enjoy the local environment.

The concrete blocks at either end of the closure are particularly tight and should be adjusted so as to allow non-standard cycles to access Cammo Walk.

[Drum Brae North](#)

Segregation has been removed from sections of Drum Brae North since its initial implementation. Wherever possible, this segregation should be reinstated.

[Fountainbridge](#)

Sheet 1

The junction with the West Approach Road slip continues to present a serious and ongoing risk to pedestrians and cyclists. Vehicles still join the WAR at significant speed due to the geometry of the junction. As a minimum, further changes to the junction should be made to reduce vehicle speeds. This should include tightening the radii and introducing a raised table.

The cycleway continues to be frequently blocked at its junction with Gibson Terrace. The junction should be tightened on the west side with hatching and additional lane defenders to discourage this behaviour.

Where sections of double yellow lines are intended to be used for loading, they should be marked as loading bays.

Sheet 2

The road layout adjacent to Grove Street was significantly compromised after the introduction of a new crossing as markings and lane defenders were not reinstated. Due to the unclear markings, vehicles are using the cycleway as a vehicle lane. The lane markings should be adjusted and lane defenders reintroduced at this location to improve cycle safety.



[Lanark Road](#)

Where junctions have already been narrowed purely by road markings, lane defenders should be added to prevent vehicle overrun and further reduce vehicle speeds.

Sheet 2

The junction at Kingsknowe Road South remains wide and should be narrowed to reduce vehicle speeds.

[Meadowplace Road](#)

The effectiveness and continuity of the cycleways are severely hampered by the numerous refuge islands and their associated pinch points. Their replacement with signalised crossings would improve pedestrian and cycle safety.

Sheet 2

The junction with Wester Broom Avenue is wide and should be narrowed with road markings and lane defender units.

Sheet 3

There is a large gap in lane defenders under the railway bridge which should be filled.

[Pennywell Road](#)

The proposed restrictions on Pennywell Road have enabled protected cycleways which have created a significantly safer route for cycling. However, their limited width and poor surfacing in locations hinders their effectiveness. Efforts to progress the full North Edinburgh Active Travel Connections Project should be made.

[Silverknowes Road](#)

Some elements of the initial scheme were never constructed, including a pedestrian build-out near the junction of Silverknowes Brae. This element in particular would be significantly

beneficial to local residents and schoolchildren who currently use this location as a crossing point.

The existing layout offers considerable benefits to users of the NCN1 route connecting to and from Silverknowes Promenade. However, this could be improved with wayfinding signage, as the quiet route section is not readily apparent to users unfamiliar with the local area. Other sections, such as the segregated section of Silverknowes Road between Silverknowes Court and Silverknowes Drive, provide a significant safety improvement.

We would urge this route to be retained as existing, with improvements added such as signage and the above-noted pedestrian crossing point.