

## **TRO/26/13 OWSE Project: Spokes Response, 24.4.2026**

Spokes strongly supports the one-way street exemption project. It is a low-cost way to increase cycle permeability and accessibility across the city.

All streets included should have cycle symbols at entrance points as well as intermediate junctions.

Splitter islands should be introduced at wider junctions, as initially proposed in the majority of designs shared in 2021.

### **Detailed Comments**

#### **Blackfriars Street**

- Double yellow lines should be applied on both sides of the Blackfriars Street/New Skinners Close junction to improve visibility.

#### **Castlebank Street**

- Cycle symbols should be added to the carriageway at suitable intervals to highlight the presence and legality of contraflow cycling.
- While not marked, it is assumed all relevant one-way signage will be altered to show contraflow cycling, such as TSRGD 960.2.

#### **Craigentenny Road**

- Is the carriageway narrow enough to require the passing areas created by the mid-block DYs? Restrictions adjacent to retail/commercial locations can be a common source of objections.

#### **Blair Street**

- Spokes understands that current CEC proposals for Blair Street involve a modal filter at its northern end, with two-way general traffic on its remaining length.
- Should this be an intermediate proposal, the carriageway width at the Blair Street/Cowgate junction should be reduced to a single southbound lane.

#### **North St Andrew Lane**

- The proposal to move the stop line is unclear as its current location protects northbound cyclists on North St Andrew Street.

#### **Young Street**

- Cycle symbols should be provided over intermediate junctions to highlight the presence of contraflow cycling, as per Hill Street.