

## Craigmillar-Niddrie Connections: Spokes Response (July 2026)

Spokes strongly supports this project. It offers a substantial investment in infrastructure to enhance the safety of those cycling and wheeling along this lengthy corridor to the east of the city, and should in time connect to other developments of the city's primary cycle network. A number of points of detail can be improved, but we would encourage this to be done and the project overall taken forward at the first possible opportunity.

### **General project comments**

It is a shame that a project entitled "... Connections" does not connect to Cameron Toll at its western end nor to Fort Kinnaird or beyond to Newcraighall village at its eastern end. We recognise, however, that the Cameron Toll area is the subject of a separate project, so a major priority is to ensure that this scheme will link seamlessly to what is proposed at the roundabout with Old Dalkeith Road. In the East, it would be good to see a better link route into the Fort Kinnaird shopping centre, preferably avoiding the roundabout at the centre's main entrance, which is quite unfriendly for cyclists, as well as some connection further east to the village.

Peffermill Road is for the majority of its length a very wide road, and we would prefer to see unidirectional lanes along this section, as this makes for easier entry to and exit from the infrastructure and is likely to connect better to the Cameron Toll roundabout, both as it stands now and under future developments. Further east on Niddrie Mains Road, space is more limited, therefore a transition from unidirectional to bidirectional is more appropriate. We understand there was some concern to retain parking around the Nairn's factory - we don't believe this should be a high priority, but it is likely that some floating parking could be incorporated into a unidirectional lane design.

Some side road junctions (such as at Wauchope Avenue and Hay Avenue) seem to have quite wide splays that will encourage faster entry speeds for motor vehicles. We would suggest all side roads are re-examined to see where these could be narrowed to reduce traffic speed.

### **Specific comments**

Moving from west to east, as per the project drawings.

**Sheet 1:** Entry eastbound to, and exit westbound from, the cycle lane is extremely awkward as drawn. East bound cyclists will have to move out into the main traffic flow to make a sharp left to enter this lane (where they could more sensibly enter straight into it if it were realigned); westbound cyclists will be discharged into eastbound traffic on the wrong side of the road. A signalised crossing seems to be the only option to retain cyclist safety at this point as currently configured.

**Sheet 2:** See comments above on the strategy for Peffermill Road. It might be acceptable (here and elsewhere) to narrow the cycle lane slightly from 2.5m to 2m behind bus bypass islands to permit a slightly more generous width for these.

**Sheet 3:** The intention to provide a connection from Peffermill Road to Duddingston Road West via the south-east corner of the park (new design, not that shown in the consultation drawings) seems useful, although the latter road is quite challenging and would benefit from attention to permit a safe connection to the Innocent path and Duddingston beyond. Some care will be needed in designing the entry to/ exit from Duddingston Road West to the park - exiting northbound is likely to be easier, entering southbound is almost certain to be harder and may simply not be accessible to cyclists at all. We note that we have not seen detailed drawings of what is proposed here. Thus, we are not able to comment in detail but would suggest that some further stakeholder consultation is needed here.

This junction could be the opportunity to transfer from unidirectional lanes to the west and bidirectional to the east.

**Sheet 4:** We commend the potential for installation of SuDS on this section, and would encourage investigation of other possible locations along the route. These are very worthwhile. A method of cyclists safely connecting from the cycle lane to and from Greendykes Road would seem to be a high priority, particularly in view of the connection opportunities to the recently developed housing capacity there and to the Bioquarter site.

**Sheet 5:** a relatively simple stretch of straight infrastructure. Please note the earlier point about side road junction splays at Dunkirk Road and Hay Avenue.

**Sheet 6:** it may be worth considering whether the bus turning area could be replaced as an active stop by a bypass on the main road, given the presence of the bus lane here. The turning area could be retained for emergency use, but with access via raised tables.

**Sheet 7:** The east end of the bidirectional cycle lane on Newcraighall Road also has entry and exit issues - east bound cyclists exit into a bus stance, and there is no provision for west-bound cyclists to cross this very busy road to access the segregated lane. This urgently needs attention. This is also where easy access to Fort Kinnaird should be provided, but there is currently only a narrow footpath. The proposed path on Greendykes Road seems useful - again, entry and exit methods in both directions should be looked at carefully - as a bidirectional lane, it has the same issues seen elsewhere in this project and more generally with this type of design.

**Sheet 9:** See comment above, as this applies to the south end of Greendykes Road. Around Castlevue Primary, it might be beneficial to install a modal filter just to the west edge of the school to remove through-traffic on a permanent basis.