

SPOKES *The Lothian Cycle Campaign*

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Spokes response to the South Queensferry High Street and Waterfront Public Realm Consultation

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Spokes welcomes the opportunity to comment on this consultation. We note that this consultation has been running for over a year and it is regrettable that we are only being consulted now.

1. Overview

1.1 The consultation area appears to be limited to the High Street and the Waterfront area. We recommend that this not be viewed in isolation and that consideration also be given to:

- the wider implications of traffic displacement along the parallel streets to the south, in particular Rosebery Avenue, which is the route of National Cycle Network Route 1, and Rosshill Terrace/Station Road which is a key cycling link between the Dalmeny-Queensferry off-road cycle route and Queensferry High School and the Primary Schools. This narrow route is already dangerous for cyclists due to the volume and speed of vehicles. The safety implications for non-motorised users of Station Road should therefore be fully assessed before any changes to existing traffic management arrangements on the High Street are implemented.
- the recent developments at Port Edgar, which effectively extends the South Queensferry tourist area further west,
- the popularity of walking and cycling on the NCN Route 76 "Round the Forth" coastal route eastward through the Dalmeny Estate and westward through the grounds of Hopetoun House, including the provision of a continuous through route,
- improvements to safe walking and cycling along The Loan.

1.2 We feel that the opportunity to create good quality public realm spaces, both in the High Street and at the Waterfront area has not yet been achieved with these plans. These are both iconic spaces and deserve to be laid out in a manner that optimises their sense of Place. Both areas have a very high visitor proportion and our view is this would be better served by a hierarchy of Pedestrians, then Cyclists before motorised vehicles.

2. Waterfront

Spokes view:

2.1 This very important space should have a widened pedestrian promenade alongside the water, extended for its full length.

2.2 Parallel to this promenade should be a two-way segregated cycle route, to run continuously from Longcraig Road (the Dalmeny Estate access road), along the Newhalls Road Waterfront, the High Street and on to Port Edgar (giving access to a future link to Society and Hopetoun House, hopefully re-openable once the Queensferry Crossing site works are completed).

Spokes comments on current proposals:

2.3 It is disappointing that the scheme for the Waterfront area appears to have been driven by increasing parking (car spaces up from 113 to 128), as well as creating a bus station for cruise liner buses, which should be accommodated elsewhere with managed pick-up.

2.4 The proposed routes for cyclists through the Waterfront are unacceptable both east-bound on the shared pavement and westbound, sharing a traffic lane alongside car parking.

3. High Street

Spokes view

3.1. There should be pedestrian, then cycle, predominance on the High Street, which should otherwise be closed to through traffic, with permitted motorised traffic being treated as a 'guest'.

Spokes comments on current proposals

3.2. We have grave misgivings about making the High Street one-way, because we fear that that will increase traffic speeds and be dangerous for both pedestrians and cyclists.

3.3. The proposal that the High Street have a level surface across its width would see pedestrians, one-way cars and two-way cycles all mixed up in the same undemarcated space. That is hazardous for both pedestrians and cyclists and dangerous for blind people.

3.4. If a level surface and/or one-way system and proceeded with, measures must be included to effectively reduce traffic speeds to below 10mph, emphasising that pedestrians and cyclists are the principal users and that motor vehicles as admitted as "guests".

3.5 Please note that part of the cycle to school route for children at Queensferry Primary School and Queensferry High School is along the High Street.

3.6 Real issues likely to arise with speeding traffic at the narrow, sharp curve in the Anchor Inn area if cyclists are coming in opposite direction and no physical measures to

reduce speed.

3.7 Traffic Lights at High Street/The Loan. We would like to see more detail about this junction and the phasing of the lights. The position and sizing of Advance stop lines should reflect both the narrowness and steepness of the road. Westbound cyclists should have their own phase of the lights.

3.8 The High Street is currently hazardous and uncomfortable to cycle along, because of the dangerous surface treatments (setts laid parallel to direction of travel). Renewal of the High Street surfacing should be consistent with the Council's Strategy on Setts which states that:

As such, any construction or re-construction of setted streets in Edinburgh which is regularly used by cyclists and pedestrians should use setts in a way that facilitates active travel. This may mean using the sawn edge on the upward facing side or, especially at crossing points for walking and, where possible, design features, such as strips of flat-top setts to aid cycling.

4. External Cycling Links and Public Transport

4.1 Connections to the East-West Cycle Path via The Vennel and The Loan.

4.1.1 Provision should be made for good quality, lit and well signposted links to the existing East-West Railway Path walking and cycling route which runs parallel to the Waterfront area and the High Street, at a higher level, just to the south.. This links Queensferry Town Centre at The Loan to the National Cycle Network at Dalmeny Village. This can be achieved by improving The Loan and The Vennel.

4.1.2 Spokes recommends the creation of fully segregated cycle lanes on each side of The Loan from the High Street junction all the way to at least Burgess Road and ideally beyond. Where The Loan has no pavement on its east side this should also be created. Together, these would create a key north-south active travel corridor along a principle desire line and provide valuable links to and from the High Street several schools, to the East-West Railway Path and to where NCN Route 1 crosses The Loan.

4.1.3 In the absence of segregated cycle lanes on The Loan, provision should be made now for safe links from the High Street to the East-West Railway Path's connection with the Vennel and the Co-op car park for walkers and cyclists by providing a wide pavement for the whole length of the east side of the road so that pedestrians and cyclists can safely walk up to the railway walk. This would reduce the need to cross The Loan twice to reach the railway walk. Speed tables should be provided between The Vennel and the High Street to reduce traffic speeds here, particularly given the fact that vehicles will be approaching traffic lights down a steep hill.

4.1.4 Improve the connection from The Loan via the west end of the Vennel to the cycle track.

4.1.5 Improve the safety of cyclists and walkers where the railway path currently finishes in a very unsatisfactory way in the Coop car park by creating a new link path along the east

side of the car park to join the access road and also by the creation of a ramped access to Morison Gardens.

4.1.6 Create a cycle ramp at the east end of The Vennel, to link to Newhalls Road. This would enable people to wheel bikes up The Vennel to gain the height necessary to join the cycle track.

4.2 Public Transport Interfaces.

4.2.1 There would be less demand to drive to and park at the High Street and the Waterfront if the existence of the current public transport services was better promoted. Such as:

4.2.2 Significantly improved and better-signposted walking links to Dalmeny Station.

4.2.3 Although no public bus services currently pass through the High Street or the Waterfront area, there is a regular bus service at the west end of the High Street to and from Edinburgh, via Dalmeny Station and this should be better signed and promoted to visitors.

4.2.4 Consideration should be given to providing Park-and-Ride facilities.

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