

SPOKES *The Lothian Cycle Campaign*

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Queensferry High Street

SPOKES comments on the revised *Spaces for People* proposals

October 2020

As these are now significantly changed SfP proposals, we have reviewed them and have the comments shown below. Our response to the previous proposals is [here](#).

1. We are concerned that new High Street one-way proposal could be dangerous for cycling, unless this is fully mitigated, as we have suggested below.
2. We remain concerned that this scheme perpetuates the previous scheme's unacceptable risks in Station Road - where cyclists are much more likely to include children, particularly when the leisure facilities there open up again.
3. We note that the plan is that no cycle lanes will be marked, but that there will be signage at regular intervals showing that cycling is permitted in both directions. Although unsegregated contra-flow cycling is common throughout Europe, there are as yet few examples of it here - New Street is one. Although it is CEC policy (factsheet [here](#)) to start to implement this as the default in one-way streets, there has not been much roll-out as yet and motorists will be unfamiliar with it.
4. It's therefore particularly important that the design fully addresses cyclist safety. We consider it important that the signage clearly and unambiguously conveys the message that this is a two-way street, but where general traffic is only permitted in one direction - and that the *drive on the left* rule still applies. If it was to look like a one-way street, vehicles would expect to have the use of the full carriageway width and some drivers could be aggressive towards oncoming cyclists. We recommend that:
 - it would be helpful to have a clear arrangement at the west end junction at The Loan, where the installation of a *Keep Left* sign on a small temporary island would separate the entering general traffic lane space from the exiting cycle lane space. This would be similar the the Ebury Street, London shown on page 2 of the Factsheet. Similar temporary *Keep Left* island arrangements could also usefully be repeated at intervals along the High Street. This would help alert drivers entering the High Street that cyclists may be coming in the opposite direction, and would also help protect cyclists from vehicles cutting the corner as they enter the High Street, which is already a problem and is likely to become worse when the street becomes one way.

- it would also improve junction safety here if signage was provided northbound on The Loan, warning drivers of cyclists emerging from the High Street – preferably a red triangle with cycle sign and text beneath stating that cyclists may emerge from the right.
- there are some problematic pinch points along the High Street, including most seriously at the east end of the High Street, where signage should give westbound cyclists priority over oncoming traffic. This would hopefully at least alert drivers to the fact that cyclists may be coming through the narrowest sections of road where it isn't possible for a cycle and vehicle to pass. We have recently become aware of a cycle activated warning sign which could usefully be used at the east end pinchpoint.

<https://www.itsinternational.com/its9/news/swarcos-vehicle-activated-warning-signs-alert-drivers-cyclist-ahead>

5. A further important consideration is the very poor road surface quality, particularly at the short featured areas where setts have been laid parallel to the direction of travel. Navigating these safely on a bicycle is a considerable distraction and that will be doubly difficult when faced with oncoming traffic. We think that this is sufficiently serious safety issue that

6. What additional signage and traffic calming features will be placed on the Station Road/Rosshill Terrace corridor to mitigate any increase in traffic levels? Clearly, this need to go in at the same time.

7. All road closure signage should be make it specifically clear that these do not apply to cyclists and we would welcome the opportunity to review the proposed signage and discuss the plans in general with you.

Ewan Jeffrey

for Spokes Planning Group

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