

Nov 2021 QF SfP project

Spokes has had discussions with the team designing the QF scheme (as have various local groups), as the project has many interactions with the proposed permanent scheme for the High Street and some of the same staff are involved. This interaction is also making implementation much slower than for most SfP town centre schemes.

Our comments are in black and the Council responses in red.

Thank you all for the feedback, the information provided is appreciated.

Please see the responses below in red to the 7 points detailed by Spokes. I would be happy to discuss these points either via phone or virtual call (Microsoft Teams or Skype).

Alterations and changes can be made moving forward if these are required. This project as with all SfP projects are being reviewed at regular intervals and Spaces for People (SfP) Town Centre Project Team would welcome any comments during this period.

1. It would be helpful to have a clear arrangement at the west end of the High Street, at the 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 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. **At the west end of the High Street at the start of the new proposed one way system the footway is to be widened on the north side by 1.85m. This consists of 1.5m of additional pedestrian area, 265mm wide rubber kerb product and 50mm new edge of carriageway. A small gap between rubber kerb and new edge of carriageway marking is also required. Unfortunately, there will not be enough carriageway width to allow a small island to be installed. "Except cyclists" signs are part of the one way signs at the east end of the High Street.**



2. It would further 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. **Two way traffic is being maintained from The Loan to Gote lane. Vehicular traffic will be able to exit from this junction as it does at the moment.**

3. We have strong local feedback about the particularly problematic dog leg pinch point at the east end of the High Street, where it would be very beneficial to have extra signage to 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. **The sign shown in the response to Q1. will be located at regular intervals along the High Street to notify all road users of cycling in both directions. A priority system at this location is not included in the proposal due to be implemented the week of the 14th December 2020, this can be considered both as part of the review process and regular monitoring of the project after implementation.**

4. What's the current state of play with additional signage and traffic calming features for the Station Road/Rosshill Terrace corridor, with its multiple schools. Can the the speed table please be expedited, such that it does go in before these SfP measures are implemented. **Unfortunately, the speed table on Rosshill Terrace cannot be installed prior to the SfP public health measures being implemented. To my knowledge the design is not yet complete for the speed table. As part of the SfP project there will be an additional "SLOW" signs on Rosshill Terrace/Station Road with the existing traffic calming measures already in place. Any further traffic calming features can be reviewed moving forward.**

5. Has it been possible to get signage on the A90 to advise drivers of the closure of the High Street eastbound (for drivers coming from the Edinburgh direction), to reduce congestion as they make frustrated u-turns in the Hawes area and to reduce traffic diverting along Station Road. It would certainly be helpful to see what other signage you're proposing in the wider area around Queensferry, so that we can gauge the effect of recommended vehicle diversions on cyclists. **Yes, there will be additional signs on the A90/M90 which has been agreed with Transport Scotland. These will advise road users of there being no access to the High Street from the Haws Pier end (west end). I have also attached the plan of the wider diversion signage.**

6. Do the discussions with Transport Scotland indicate that there is any likelihood of southbound traffic on The Load being able to exit directly onto the A90? **No, this is not an option. Advanced warning signs on Transport Scotland network was the topic discussed and provided approval on.**

7. As well as the signing, a further important consideration is the extremely 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 a doubly difficult when faced with oncoming traffic. The decision form helpfully indicated that our comments about this will be taken into consideration and where possible accommodated. In the new one-way road configuration, we feel that this is sufficiently serious safety issue that it merits some temporary remedial work now, please. **The Spaces for People works are temporary and as such there will be very minor work carried out to the surface prior to the implementation of the temporary one way system, as detailed above each SfP project is reviewed in regular intervals and consideration to this point will be given moving forward.**

Please let me know if you require any further information. Happy to discuss or hold a virtual meeting at a time that is convenient to all parties.