

Plans for High Street and Newhalls Road

1. We welcome the small amount of physical protection for cyclists at pinch point at Seal Craig
2. We welcome increase in cycle parking
3. There is a significant safety issue along Newhalls Road (the easternmost part of the scheme) where cyclists travelling eastbound will have to run the gauntlet of parked cars on both sides of the road with the potential for doors opening into their path. The echelon parking in bays 37-50 increase the risk of vehicles backing out into the path of a cyclist and cyclists would have the choice of either negotiating the speed cushions or having to move very close to parked cars at spaces 4, 5, 18 and 19 to avoid them, further raising the risk of collision with opening doors.
4. The majority of parking spaces are unregulated meaning that vehicles could be left in them for days or months on end and will have no benefit the economy of Queensferry in terms of turnover of visitors and the number of spaces is still relatively limited. We suggest the existence of the spaces encourage increased traffic flows along the High Street and Newhalls Road on the very rare chance that one of the spaces might be found empty. With the limited delivery times, delivery drivers will continue to park on pedestrian and cyclist spaces. The proposals actually increase the number of parking spaces on the north side of Newhalls Road as the section close to the pinch-point currently has double yellow lines on both sides of the road. Removal of the spaces on the south side of Newhalls Road and moving the EV and disabled spaces eastwards on the north side of the road would have allowed space for the cycle path to be widened to provide a two-way cycle path which would be safer.
5. The decision to provide parking for the full length of the shops opposite the parking area below is a very retrograde step. Half the parking layby on the south side of the road was taken out of use and turned into a pedestrian area as part of Spaces for People and this appeared to work very well on busier days given the narrowness of the pavement. Contraflow cyclists will again find that they are travelling along the demarcated cycle lane within close proximity of vehicles and could be at risk of colliding with opening doors. It seems unnecessary to have parking on both sides of the road here, constraining the space available for both pedestrians and cyclists.
6. The existing two disabled spaces opposite Black Castle are badly positioned and often used by drivers without a disabled badge to stop briefly. Retaining these will mean a continued hazard for pedestrians and cyclists as there is poor visibility of vehicles backing out of these spaces for vehicles and cyclists travelling eastwards. It would be far safer to move these disabled spaces into the parking area to the east and free up this space for pedestrian circulation, re-connecting the pavements to the east and west.
7. The design makes it impossible for cyclists to comply with the highway code in regard to passing parked vehicles with enough clearance at numerous parts of the design and is inherently unsafe
8. The design makes it impossible for drivers to pass cyclists safely coming towards them and various parts on the contraflow lane and this also make it impossible to comply with the highway code.
9. The design does nothing to prevent pedestrian and cyclist spaces to continue to be abused by drivers. (see attached photo with all available pedestrian spaces being abused – this is a typical example but motor vehicles are in pedestrian and cyclist on multiple occasions ever hour across the length of the high street and is endemic). Where motor vehicles are permitted and no physical protection in place, this will continue to be a problem and therefore design does nothing to solve this issue in unprotected areas



In conclusion

1. We believe this design induces even more motor traffic and creates less opportunity to actively travel by making it less safe than it is now by prioritising motor vehicles and compromising people's safety and enjoyment.
2. There is already significant parking in South Queensferry and the design takes no account of this with far too much parking at the expense of active travel modes and safe and healthy spaces.
3. We do not have confidence in the consultation process of this project and therefore suggest the scheme hasn't been scrutinised and informed sufficiently.
4. We strongly suggest the design is brought into line with the Council's own design guidelines, transport hierarchy and other policies such as 30% vehicle km reduction target.
5. We suggest a redesign with these in mind and the opportunity for full consultation on the CEC consultation hub in due course
6. We do not support or endorse the current plans as they stand.

Update on removal of chicanes and guardrails.

We welcome the work on the removal of guardrails and chicanes in the South Queensferry and Kirkliston area as well as other work along National Cycle route in and out of Edinburgh. However, on this point in the bulletin. "In order to improve access, an inaccessible gate has been removed from the National Cycle Network Route 1 at Dalmeny, with an accessible chicane installed." We disagree that this is fully accessible. Although it is wider than before, it is still impossible for some adapted bikes, cargo bikes or bikes with trailers to get through. There are still three chicanes at Dalmeny on national cycle route 1. It is a busy walking route with walkers, dog walkers and cyclists.

In conclusion

We would suggest the removal of the three chicanes at Dalmeny on National Cycle Route 1 to be replaced with bollards, as has been done with other areas along the route National Cycle route 1.