

Queensferry: Builyeon Road new primary school and improved active travel connections

DRAFT Spokes consultation response

The page numbers below refer to the document [Queensferry Connections DRAFT Developed Designs](#)

South Queensferry residents already suffer from the effects of excessive traffic with actual and perceived risk to life, excessive noise, pollution and negative health impacts of increasing levels of inactivity, especially amongst younger generations. With over 1600 properties built or planned to be built in just a few years within the town, Edinburgh Council must act now to make active travel a more attractive option for people to choose to travel to, from and around South Queensferry.

Spokes broadly welcome these proposals as we believe this could potentially be the start of what is required to provide adults and children with the opportunity for active travel which for most does not currently exist. There is an opportunity for a wider active travel network throughout South Queensferry and these proposals as the currently stand exclude other areas of South Queensferry, for example other schools around the town. All children and adults should have the right to exercise for free and to travel actively safely and we would urge the Council, the Scottish Government and other funding partners to take a proactive approach to planning this (and other) active travel networks, not just individual routes that are not joined up.

We would also suggest that during these consultation periods, the council provides more information of the advantages of active travel networks that have been seen in other areas of the city, UK and comparable areas across the world, for example - the reduction in financial costs to residents such as lower insurance costs, lower travel costs, increased trade and shop footfall, increased resident satisfaction (as a result of quieter and safer streets), less injuries and death on roads, better health outcomes, less time off work, less burden on medical services

We have made suggestions for these proposals together with suggestions for possible future plans on how the active travel network could be expanded across the town, providing parity of access and opportunity.

Page 1

The suggest shared use path is not wide enough between the start/end of the route on A904. We would suggest widening the shared use paths to provide more space and a continuous route from Bo'ness Road. We would also suggest removing the traffic islands to provide more space as well as single stage crossings and active travel priority.

Page 2

We'd suggest the cycle path does not follow the bend in the road at A904/Builyeon Road junction and carries on in a straight line - to in order to provide space for pedestrians who may want to cross the road in this location and avoid them waiting to cross in a cycle lane or if coming the other way crossing from a live traffic lane directly into an active cycle lane.

The “continuous” cycle way is broken up by give way sections across what appears to be a large plaza style layouts with trees planned across the route. We would suggest the cycleway should be continuous across the plazas with marked crossings for cyclists to give way to pedestrians at appropriate locations. In the current layout, it is not clear where cyclists should go with the current layout within the plazas and some of the tree locations would limit visibility. We’d suggest retaining the trees but in other locations of the plazas to ensure for maximum visibility for both cyclists and pedestrians.

Again, it is not clear where cyclists should go through the plazas, particularly the larger plaza. We would suggest continuous cycle ways with clear and defined pedestrian crossings with pedestrian priority.

The junctions here will be busy with vehicle traffic. We have seen on other routes in Edinburgh, notably the CCWE, that these junctions are often blocked by drivers and driving through and not giving priority at these types of junctions. We would suggest signage, at least in the initial roll out to help with educating drivers here.

Signage to educate drivers on new junction layouts and that pedestrians/cyclists have priority. (as above)

The shared space and narrow lane leading towards to Queensferry Hub and High School is National cycle route 76. Suggest the existing lane needs widened as well as signage on the route to prevent cyclists continuing the route and having to double back. A give way sign should be installed here for any cyclist leaving the double cycle way onto national cycle route 76 to indicate pedestrian priority when leaving the marked cycle way.

The marked cycle route stops and becomes a shared space. It is bizarre to suggest an entire cycle route but to then stop it short and have a single junction that people are forced to navigate without the protection on the cycle route as they do on the entire route of the cycle way. We would suggest continuing the cycle way across Lowrie Gait to facilitate opportunity for a significant number of properties beyond Lowrie Gait a continuous and shared route.

Further suggestions

Echline/Forth Road bridge

- Footways to/from roundabout at Echline/Forth Road Bridge Junction are widened to provide greater connectivity to/from cycle routes on Forth Road Bridge and more shared space for both Pedestrians and cyclists (the current space is already too narrow). Signage from Transport Scotland to indicate what side of the bridge is open to pedestrians and cyclists.

Echline Primary School

- To provide students at Echline Primary School a greater opportunity to actively travel we suggest installing a new 2-way protected cycle lane on Boness Road from Builyeon Road past Echline Primary School to/from national cycle route 76 at Farquhar Terrace. The road is very wide and could accommodate this.

Inchcolm Park, Kirkliston Road, Queensferry Early Years Centre and Queensferry Primary School

- Install double yellow lines and no waiting on High Russell Place at and 20 meters either side of existing shared path at Inchcolm park. This entrance and exit point to the park is often blocked or visibility of other road users blocked by parking too close or over the entrance/exit to the path. National cycle route 1.
- Widen the path from Hugh Russell Place to Ferrymuir Gait and provide a priority pedestrian/cycle crossing across Ferrymuir Gait to the Forth Road bridge. Part of this is a narrow space next to Ferrymuir Gait a road with a crossing that is worn and hard to see. National cycle route 1.
- Close Henry Ross Place to motor traffic only at Canmore Street with new housing traffic being sent via Ferrymuir Gait. This ensures the additional motor traffic is sent away from National cycle route 1 and Queensferry Primary, school walking routes.
- We suggest that a carriageway re-design to provide a shared space along Hugh Russell Place, Viewforth Road and Viewforth Place, then a narrowing of Kirkliston Road – reallocating existing space used by parents to park at school set down and pick up times for a segregated cycle route which will safely link the area to Queensferry Primary School by creating a new safe route to school for children
- Reduce the turning circles at every junction (which are very wide) at Kirkliston Road. Loch Road to make walking and cycling safer by reducing vehicle speeds.
- Close part of Loch Road to motor vehicles and make a shared space with places to stop, rest and enjoy views. This is not a through road nor any property on it. Motor vehicles can have a short diversion to The Loan. The Loan and Loch Road are both very steep so allows people to take their time and rest if required.
- Close Burgess Road to through motor traffic in front of Queensferry Early Learning Centre with motor diverted through Station Road. This is a busy road with traffic which endangers children both from the risk of injury or death but with pollution. It is also a busy crossing between the schools and 2 sports fields. This closure to motor vehicles will make it much safer and healthier around the school perimeter. There is a short diversion via Station Road for buses and other motor vehicles.

Queensferry Sports and Community Hub and Queensferry High School

- Widen existing shared path from Scotstoun Avenue to Queensferry Sports and Community Hub and Queensferry High School. This path is narrow, winding and overgrown. By widening and straightening the path, it will make it safer and provide more capacity while linking up with the proposed two-way cycle lanes on Scotstoun Avenue and Queensferry High School as well as improve the existing National cycle route 1

Station Road, St Margaret's Primary School and Queensferry High

- This is a major link with the High School (which is also the town's sport centre) a primary school and another primary school just off the road. At the very least, consideration should be given to realignment of the carriageway from the High School to/from the existing pedestrian path that links to the old railway path which is a shared cycle path linking the car park at Scotmid to Dalmeny and beyond. There is space on Station Road to make cycle segregation possible from the High School to the junction with Burgess Road.

We hope the suggestions above are helpful and give food for thought in linking up key areas of the town by prioritising and accommodating active travel.