

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

Queensferry: Builyeon Road new primary school and improved active travel connections - City of Edinburgh Council - Citizen Space

South Queensferry residents and visitors already suffer from the serious effects of excessive traffic with actual and perceived risk to life/injury, 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 an 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 a great deal of potential for a wider active travel network throughout South Queensferry and these proposals as they currently stand, exclude other areas of South Queensferry, for example, the other schools around the town. All children and adults should have the right to free exercise and to travel actively and 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. Previous consultations have been compromised on so much to the detriment of active travel that they are now risk being worthless in terms of meeting their aims.

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

In reference to consultation document: 'Queensferry Connections DRAFT Developed Designs': [30197120-arc-hgn-zz-dr-he-00001-to-00020pdf](#)

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We would suggest widening the shared use paths between the start/end of the route on A904 to provide more space and a continuous route from Bo'ness Road. We would also suggest removing the traffic islands to provide single stage crossings and active travel priority.

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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 will 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.

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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 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.

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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.

Page 7 and 10

The junctions here will be busy with vehicle traffic and we have seen on other routes in Edinburgh, notably the CCWE, that these junctions are often blocked by drivers and/or 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.

Page 14 and 16

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

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The shared space and narrow lane leading towards to Queensferry Hub and High School is National cycle route 76. We would suggest the existing lane needs widened as well as signage on the route to prevent cyclists continuing the route and having to double back. We would also suggest a cyclist give way sign or other indicator 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.

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The marked cycle route stops and becomes a shared space. It is bizarre to suggest such a long cycle route but to then stop it very short of another shared path and have a single road junction that people are forced to navigate without the protection on the cycle route (as it is proposed of the entire rest 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.

Thank you for taking these suggestions into consideration

Further suggestions for active travel improvements beyond this consultation:

Echline/Forth Road bridge

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

Echline Primary School

- To provide staff and 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. This would link to/from national cycle route 76 at Farquhar Terrace and tying up with the proposed new protected cycleway at Builyeon Road. The road is very wide and could accommodate this.

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

- Suggest the installation of 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 reduced by vehicles parking too close or over the entrance/exit to the path. This forms part of the busy 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. This also forms part of the busy 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 reduced

traffic levels towards National cycle route 1, Queensferry Primary School, school walking routes and the town centre.

- 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 the junction (which is very wide) at Kirkliston Road/Loch Road to make walking and cycling safer by narrowing the distance required to cross the road, improving visibility and reducing vehicle speeds.
- Close Burgess Road to through motor traffic in front of Queensferry Early Learning Centre with motor traffic diverted through Station Road. This is a very busy road with traffic which endangers children both from the risk of injury or death as well as air pollution. It is also a busy crossing between the schools and 2 sports fields. This closure to motor vehicles will make the space safe 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.

Chicanes that make routes inaccessible to some

It is welcome that some of chicanes from some routes have been removed around the town. However, 3 remain; 1 on national cycle route at Main Street Dalmeny/the railway bridge and 2 near the Ferry Glen linking the South Queensferry/Kirkliston cycle route with Station Road. There is a 'cycle without age' chapter and they and others with adapted bikes or other mobility devices are excluded from access these routes. It is a simple measure to remove and replace with a bollard (as had taken place on many other areas on these same routes) and ask this is also considered to complete the works.

We hope the suggestions above are helpful. Individual routes are very welcome but only with safe and properly connected routes can key areas of the town be linked up to provide everyone with the opportunity for effective, sustainable and safe active travel while preventing Queensferry becoming more noisy, polluted and gridlocked and a less attractive place for people to live and visit.