

## **Craigleith / Blackhall Community Council**

### **Comments on Experimental Traffic Regulation Order (ETRO) TRO/21/30A west area - Queensferry Road**

Craigleith/Blackhall Community Council objects to the proposed changes included in the TRO/21/30A (ETRO) for the following reasons and requests that the restrictions, line markings and road layout are returned to the pre-Covid arrangements :-

- the ETRO only gives information on the changes to the yellow line markings, but does not explain why the changes are needed. There are no stated links to the Travelling Safely (previously known as Spaces for People) bicycle lanes introduced in 2020 and there is no supporting monitoring and analysis to show what the changes have achieved to date. While we appreciate the ETRO meets the legal information requirements, if the ETRO changes are to be introduced on a permanent basis then the City Council requires to be more informative and provide significantly more information for the community including an impact statement and a far clearer justification for the permanent retention of the changes;
- the Travelling Safely cycle lanes are not safe, not clear, not maintained, full of weeds and other detritus; they are little used by cyclists, but when used, some cyclists are avoiding them and using the footpath or main carriageway;
- circumstances have changed since 2020. The completion of the east-west cycle route at Roseburn in 2023 has made it a much more attractive and safer route for cyclists travelling from Blackhall and beyond to the city centre and other off road destinations, by using Sustrans Route 1 - the Roseburn Cycle and Walkway beyond Queensferry Road to the Roseburn Glasgow Road connection;
- the Travelling Safely changes introduced in 2020 has made Queensferry Road less safe for motorists, drivers of buses and other vehicles. The junction at Craigleith Road is problematic, particularly for city bound Queensferry Road traffic with 2 lanes of traffic on exiting the junction suddenly merging into 1 lane. Likewise the chicane at Orchard Road west bound makes driving unnecessary challenging;
- road surfaces have deteriorated as a result of the 2020 changes eg Queensferry Terrace to Orchard Road junctions, and there has been no action by the Council to address the problems;
- the removal of the Travelling Safely bollards by the City Council near the Esso Petrol Filling Station approaching Craigleith Crescent is a welcome first step in improving driving safety on Queensferry Road for road users and should be retained;
- while we appreciate the reasons for introducing a bus lane from Blackhall Dip to Craigleith Crescent in peak periods it results in increases in queueing traffic city bound on Hillhouse Road/Queensferry Road up to the Telford Road junction; additionally further delays are caused by right turning traffic into Craigleith Crescent. There is no case for extending the hours of operation beyond the peak periods;

- the Travelling Safely changes are ugly and the poor maintenance including the growth of weeds, detracts from what should be an attractive gateway into the city;
- the proposed changes to yellow line markings are not an essential priority at this point in time. Craigleith/Blackhall Community Council understands that road officials acknowledge there has been significant under-investment in Queensferry Road/Hillhouse Road compared to other arterial routes in the city in the last decade and beyond. This is now readily apparent with potholes, sucked utility covers, worn road surfaces in parts, the absence of adequate road markings, collapsed gully drains and a poor standard of both gully cleaning and footpath cleaning. Addressing these major issues and problems is essential and Craigleith/Blackhall Community Council should take priority over some of what is now being proposed in the ETRO.

These comments are informed by public comments at a meeting of the Craigleith / Blackhall Community Council on 16 September 2024.

Craigleith/Blackhall Community Council  
11 October 2024