

## PART ONE of your driving test--- Road signs

For This part of the test please look carefully at the four signs below.

Then consider the multiple choice answers and select the one you feel to be the correct one. There may be more than one correct answer.

In the answers rating section you can see how you have done and the recommendations made on the basis of your answers.

### Question 1)



You are approaching this sign in an ordinary vehicle and are not local traffic but looking for a through route, do you?

- a) Turn Right
- b) Turn Left
- c) Go straight ahead

### Question 2)



You are approaching this sign in an ordinary vehicle and are not local traffic but looking for a through route, do you?

- a) Turn Right
- b) Turn Left
- c) Go straight ahead

**Question 3)**



You are approaching this sign in an ordinary vehicle and are not local traffic but looking for a through route, do you?

- a) Turn Right
- b) Turn Left
- c) Go straight ahead

**Question 4)**



Finally, You are approaching this sign in an ordinary vehicle and are not local traffic but looking for a through route, do you?

- a) Turn Right
- b) Turn Left
- c) Go straight ahead
- d) Stop and try and do a 3 point turn

**These are the expert traffic planner's answers—**

- 1) You would go straight ahead
- 2) You would go straight ahead

- 3) *You would go straight ahead*
- 4) *You would go straight ahead*

In a recent Public Hearing, some important issues hung on the answers that an average driver would give to those 4 questions, when faced with those real life road signs.

These signs face drivers in a short 200 yards or so stretch of Queensferry Road, approaching the Southern Corner of Charlotte Square, at Frasers store, heading onto Hope Street.

The main argument, presented by objectors, was that a recent traffic count had been fiddled to produce very low levels of traffic in the Square, which as anyone who travels around the area knows is virtually empty these days.

Ann Faulds a lawyer and now member of the Board of Transport for Edinburgh, and various officials in a contingent led by Alasdair Sim, Senior Project Manager and Transportation Professional, formerly with Tie Ltd now with Edinburgh Council, maintained because the numbers were very low the traffic displaced would have little effect on levels in residential streets both near and far.

Residents said the levels were very low for of a number of reasons; one very big reason being that no vehicle driver in their right mind would drive through these 4 signs above expecting to find a major cross city through route ahead of them— the residents maintained they would turn off.

The Lawyer and the transport professional said this was not the case, although it was noted that the signs were not 'the best', but that they probably wouldn't have affected the numbers seeking to go through Charlotte Square all that much.

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Edinburgh Council's transport management has been in disarray for years, but because the facts are never acknowledged officers, consultants and

councillors are constantly getting into situations where they have to try and maintain often quite incomprehensible and on occasion even laughable positions.

Absolutely straightforward matters of ordinary facts, such as the inability to admit that a driver would continue through the signs above and NOT turn off, or the distance from the kerb that traffic actually flows on a nearby street (<http://tinyurl.com/cdfy3t6> - click to view a short video) , are simply denied.

We continue to highlight these simple facts because these are the mostv egregious of a mountain of facts that are routinely denied by the Council, and have been for some years, with a cumulative effect of always supporting a policy that has been continued without publicity, acknowledgement or admission.

This policy has been to methodically 'cleanse' Edinburgh's old, wide, central main through routes of road traffic, at the expense of large numbers of residential streets, both nearby and much further afield.

In effect a number of projects from the old CETM, to the tram project, the ongoing reduction in George Street and the current emptying of Charlotte Square in order to produce a viable environment for wealth management companies and investment managers to work, trade cash, in the form of the published costs of the projects, for health---the health of the people living in the many streets having to carry increasing levels of traffic that they were never designed to carry.

The denial of the health and amenity impacts from the pollution, congestion, noise and general degradation to ordinary life caused by heavy traffic means that comparisons between 'benefits' and 'disbenefits' have been consistently skewed and biased in favour of proceeding with successive projects, many of which have collapsed completely or partially, but whose still unacknowledged disbenefits continue to unroll.

Please send your own answers to [Chief.Executive@edinburgh.gov.uk](mailto:Chief.Executive@edinburgh.gov.uk) which is where the buck stops in the city's council hierarchy.

It may help to inform and influence matters even at this late stage for the council to be able to compare the answers of ordinary people in the city with the considered views of their own experts.

*Usual terms and conditions apply---: Don't expect anyone to pay any attention, they're far too busy to listen to the public*