

# Transport and Environment Committee

10.00am, Thursday, 2 February 2023

## Queensferry Town Centre Project – Traffic Regulation Orders and Project Update

Executive/routine Wards Council Commitments	Executive 1 - Almond
---	-------------------------

### 1. Recommendations

---

- 1.1 It is recommended that Transport and Environment Committee:
  - 1.1.1 Note the content of the report and recommendations made regarding the necessary Traffic Regulation Orders (TRO);
  - 1.1.2 Abandon the proposed TRO 19/91 previously advertised in 2020 relating to proposed weight restrictions on Queensferry High Street;
  - 1.1.3 Agree to change the existing pay and display parking arrangements included in the current Order and promote the necessary TRO to reflect the proposed changes in road layout, traffic management and weight limit;
  - 1.1.4 Agree to commence the statutory process to redetermine areas of the High Street to widen footpaths, narrow the width of the road and create a contraflow cycle lane (RSO); and
  - 1.1.5 Note the project update and agree the proposed phased programme (paragraph 4.8.3).

**Paul Lawrence**

Executive Director of Place

Contact: Dave Sinclair, Local Transport and Environment Manager

E-mail: [david.sinclair@edinburgh.gov.uk](mailto:david.sinclair@edinburgh.gov.uk)

## Queensferry Town Centre Project - Traffic Regulation Orders and Project Update

### 2. Executive Summary

---

- 2.1 This report provides an update on the proposed Town Centre improvement works planned on Queensferry High Street and the Hawes Promenade. As part of the project the existing Traffic Regulation Orders (TROs) will need to be changed to reflect the new proposed road layout, parking arrangements, one-way traffic management and weight limit restrictions.

### 3. Background

---

- 3.1 In 2016, £1m of Transport Capital funding was allocated for street reconstruction on Queensferry High Street. Following discussions with local stakeholders, including Ward Councillors, the Queensferry and District Community Council (QDCC), the Queensferry Heritage Group and representatives from the local traders the Queensferry Infrastructure Group was formed to consider, in more detail, physical infrastructure improvements would benefit the town.
- 3.2 This group developed into the Queensferry Town Centre Project Steering Group (the Group), specifically focusing on delivering environment improvements on the High Street and immediate area. This Group has met regularly, from 2020, and considered recent options to move the project forward. The Group unanimously agreed the Town Centre would benefit from public realm improvements, positive changes to the road layout and traffic management for residents, visitors and businesses, particularly focusing on vulnerable road users including pedestrians and cyclists.
- 3.3 In 2018, officers arranged three public consultation events to share and discuss various scheme options and consider feedback from local residents and businesses. In December 2019/January 2020, a 'light touch' scheme was developed and tendered to reflect the budget available at that time. Unfortunately, the value of the tender returned was significantly greater than the project budget and was not progressed.
- 3.4 In late 2020, the project was successful in securing additional time-limited Scottish Government, Town Centre funding (£425,000) which was required to be committed by 31 March 2021. The Group agreed to undertake Phase 1 (Advanced Works)

making use of the available funding that did not require changes to the existing TROs. This part of the project is now described as the Phase 1 works.

- 3.5 In Summer 2020, a temporary one-way road layout was introduced on the High Street, in response to the public health guidance relating to the Coronavirus (Covid-19) pandemic. The purpose of the intervention was to create more space for pedestrians in the town centre and reduce the risk of infection transfer, under the Scottish Government Spaces for People Programme.
- 3.6 In July 2020, the Council promoted an environmental order (TRO) to prohibit vehicles greater than 7.5 tonnes on the High Street. Seven objections were received following the public advertising; however, the order was not progressed during the statutory two-year limitation.
- 3.7 In March 2021, the Phase 1 contract was let to install new signalised pedestrian crossings and improved public realm at the Loan and High Street junction. A new turning circle was also installed to improve access at the Hawes Car Park for larger vehicles and create a turning area should the one-way layout be made permanent. A raised table traffic calming feature was also installed on Rosshill Terrace (completing a long-standing commitment with the local community).
- 3.8 Following significant delays due to Covid related workforce availability and material supply difficulties, the contract commenced in Autumn 2021 and was completed in May 2022.
- 3.9 In Summer 2021, members of the Group agreed to revise the overall scheme layout and develop the more progressive one-way layout which was supported during the earlier consultation events. The Group agreed to promote a new scheme that would significantly improve the environment for pedestrians and vulnerable road users by reducing road space, widening footpaths and introducing a contraflow cycle lane. The one-way layout is a mechanism to reduce road space, increase footpath widths and create a dedicated area for cyclists.
- 3.10 The revised layout through the High Street was circulated widely with Stakeholders, the Consultation contact list and the QDCC website in Summer 2021. Appendix 1 shows the current version of the High Street proposal following further engagement and dialogue with the Group.

## **4. Main report**

---

- 4.1 In Summer 2021 the Group, including Ward Councillors, the QDCC, the Queensferry Heritage Trust, representatives of local residents and traders, the Design team and Council officers considered and agreed the development of an enhanced and revised road layout to increase space for pedestrians, provide a safe cycle route and introduce traffic management through the High Street.
- 4.2 From this date, the project team have worked collaboratively to develop an agreed layout on the High Street and an interim approach over the Edinburgh Road area. Further proposals for the Hawes Promenade area are at an early stage of development.

- 4.3 The Group have agreed to the proposed improvements on the High Street and acknowledge that further community engagement would be appropriate for a later stage of the project on Edinburgh Road, Newhall Road and the Hawes area (east of the High Street).
- 4.4 To keep the project moving and build on the consensus achieved to date, the Group has considered various scoping and programming options. To maintain project progress, it is considered best to phase the remaining works, subject to appropriate funding, in two further distinct stages.
- 4.5 The purpose of splitting the scheme is to allow the necessary TROs and Redetermination Orders (RSOs) to be progressed urgently. In terms of project programming the TRO and RSO are now the critical path. The recommended phases are:
- 4.5.1 Phase 2 – Introduction of improved pedestrian and cycling infrastructure over the High Street. This includes the promotion of a permanent one-way system, a 7.5 tonne weight limit, a contraflow cyclelane, loading bays and a Car Club vehicle. These works would also include slight changes to the Edinburgh Road layout to increase parking provision and introduce Electric Vehicle (EV) charging facilities (Appendices 1 and 6.); and
- 4.5.2 Phase 3 – Delivery of the remaining elements of the project, including a new Tiger crossing on Edinburgh Road, raised table crossings on Newhalls Road and a revised parking and road layout throughout the Hawes area (including a widened Promenade footpath and the installation of segregated cycle infrastructure, subject to public consultation) (Appendix 2)

### **Traffic Regulation and Redetermination Orders**

- 4.6 The promotion of the necessary traffic orders is critical in securing external project funding and maintaining the delivery programme. For each phase of the works separate TROs and RSOs are required.
- 4.7 The Group have considered various project options with particular reference to delivering meaningful positive improvements on the High Street for residents, local businesses and visitors. Discussions have focused on delivering good quality public realm that will maintain the historic charm of the town centre and provide quality infrastructure for the decades ahead.
- 4.8 Project options considered have ranged from full scheme delivery through to reduced scope and reduced specification packages. The range of project options considered is noted below (see Section 6.3 Project Cost Options).
- 4.8.1 Full High Street, Edinburgh Road and Hawes Promenade scheme;
- 4.8.2 High Street only including the revised cycleway layout up to the new Turning Circle only;
- 4.8.3 High Street only leaving the existing road layout east of Seals Craig with subtle changes to the parking and marked cycle lane;

- 4.8.4 High Street only with reduced material specification to reflect available budgets; and
- 4.8.5 Follow on schemes to reflect phased options above to complete the whole public realm and cycle infrastructure project on Edinburgh Road and the Hawes Promenade.
- 4.9 The recommendation from officers, which was agreed at the November 2022 Group meeting, was to progress with scheme phasing noted in Section 4.8.3 to deliver good quality public realm and traffic management improvements to the High Street as soon as reasonably possible. Option 4.8.4 would be reserved should project funding be limited.
- 4.10 Officers also recommend the following changes and/or additions to the current TRO:
- 4.10.1 The introduction of a one-way prohibition for motor vehicles, allowing traffic to travel west to east from the junction of Gote Lane and the new turning circle on Newhalls Road.
- 4.10.2 Changes to the current Pay and Display charged parking regime, with a slight reduction of P&D spaces in the High Street (proposed reduction of five spaces to provide enhanced public realm and part-time loading bays);
- 4.10.3 The introduction of new part-time loading bays adjacent to local businesses to provide servicing facilities from 8:00am to noon, reverting to P&D bays from noon to 5:30pm (Mon to Sat);
- 4.10.4 The introduction of three full-time Disabled Persons Parking Places, on the High Street (currently two part-time bays exist), two new bays on Edinburgh Road and the relocation of five existing bays in the Hawes Car Park;
- 4.10.5 The introduction of a full-time Restricted Zone prohibiting waiting and loading throughout the High Street, unless specifically signed. This proposal does not require the use of double yellow lines in the affected area; and
- 4.10.6 The introduction of a part-time weight limit on the High Street and Edinburgh Road, prohibiting vehicles over 7.5 tonnes, with a daily servicing period between 8am and noon each day to allow heavier delivery access.
- 4.11 The Group agreed that the High Street measures should be delivered quickly, especially considering the delays in progress experienced due to the pandemic. There was an overwhelming consensus to address the significant deterioration on the High Street and promote the agreed layout urgently.
- 4.12 Officers also recommend the commencement of the Redetermination process to facilitate the reduction in road width, the widening of footpaths and the creation of a cycle lane (see Appendix 3).

### **Local Parking Strategy**

- 4.13 In the absence of a Controlled Parking Zone (CPZ), it is proposed to retain the majority of the current parking arrangements on the High Street with some changes

required to improve public realm, introduce morning loading bays and increase the number of disabled persons' parking places.

- 4.14 The project team and the QDCC have both undertaken local parking studies independently. A meeting with the QDCC was undertaken in January 2023 to consider local interventions that could improve signposting and availability of alternative on-street parking areas, to mitigate pressure on the immediate Town Centre. The local parking study commissioned by the project team is included in Appendix 4.
- 4.15 Following this meeting, officers have agreed to develop a local parking plan to explore improvements that could be made in four areas around the Town Centre. The Executive Director of Place has recently made contact with colleagues in Transport Scotland to explore alternative parking opportunities, on Scottish Government land close to the town centre. Discussions are also ongoing between the two parties to consider how shared outcomes, relating to local infrastructure matters, can be jointly addressed as part of the World Heritage Management Group (Infrastructure Sub-group).
- 4.16 Parking pressure for residents, traders and visitors is known to be a significant issue at busy periods. The proposed Town Centre layout and provision of parking spaces is important to many members of the local community. In acknowledgement of this the proposed layout and TRO is not dissimilar to the current arrangements and is seen as an interim position until a CPZ, or other restrictions may be considered in the future.
- 4.17 The recent consultation results were clear that currently, there is not appetite for pedestrianisation of the High Street. However, the proposed layout has been designed to prioritise pedestrian movement and allow a further shift towards pedestrian prioritisation in the years ahead (see Appendix 5).

### **Project Programme**

- 4.18 The project programme is set out in the table below:

Activity	Timeline	Status
Production of documents for the TRO	November 2022 to March 2023	Ongoing
Production of documents for the RSO (widening footpaths, cycleways and reduced road space)	January to March 2023	Early draft completed
Promotion of the TRO and RSO	From March 2023 (Timeline subject to objections or possible public hearings)	Subject to Committee decision and objections

<p>Prepare and submit Phase 2 funding bid:</p> <ul style="list-style-type: none"> <li>• Sustrans Places for Everyone Bid</li> <li>• Council Active Travel Budget</li> <li>• Council Transport Capital Budget</li> <li>• Further external funding</li> </ul>	<p>28 February 2023 deadline</p> <p>Opportunities TBA 23/24/25/26 Budget TBA Future opportunities TBA</p>	<p>Ongoing</p> <p>All ongoing</p>
<p>Undertake Phase 3 Consultation and develop preferred design option</p>	<p>March to May 2023</p>	<p>Planning in progress</p>
<p>Prepare Phase 2 Tender documents and plans (High Street and Edinburgh Road)</p>	<p>Scope and specification subject to funding.</p> <p>Tender programme subject to TRO/RSO outcome</p> <p>Expected Late 2023/early 2024</p>	<p>Project package to be prepared for funding bids</p>
<p>Procure Phase 2 Contractor (High Street)</p>	<p>Subject to TRO/RSO progress and funding availability</p>	<p>Not started</p>
<p>Undertake High Street user survey (pedestrian and vehicle automatic count) on the High Street and Hawes Car Park area.</p> <p>To provide baseline information for behaviour change plan and comparison from 2018 survey.</p>	<p>Planned in Spring 2023 to avoid winter weather.</p>	<p>Planned</p>
<p>Develop Phase 3 works layout (Edinburgh Road &amp; Hawes Promenade): TRO/RSO/Tender package etc.</p>	<p>Subject to consultation outcomes and future funding</p>	<p>Hold point</p>

### **Design Elements for further discussion:**

4.19 Subject to the outcome of the proposed High Street TRO and RSO, the proposed public realm layout will be developed into a detailed design package. However, in the interim the following design opportunities will be explored and discussed with the Group in more detail:

4.19.1 Bike storage – due to the topography in the High Street and restrictive access to terraced properties, local residents have expressed a demand for

safe on-street bike storage. The design team will consider options in the town centre. However, public space is very limited in the Conservation Area;

- 4.19.2 Local fingerpost signage - the project seeks to improve active travel connectivity to and from the town centre with particular reference to the routes leading to the railway station, transport hubs and active travel routes from residential areas. It is understood that Transport Scotland are funding a further element of the established Signage Strategy to improve local signposting in North Queensferry and Queensferry. Officers are working with colleagues to establish where the High Street project scope can add value to other proposals around the town;
- 4.19.3 Council officers from the Active Travel team have commissioned a consultant to consult and recommend improved active travel connectivity from the new residential developments in the South East and South West of the Town (outcome TBA, the project team will liaise with colleagues);
- 4.19.4 EV charging facilities – officers are currently planning to install EV charging infrastructure in the Binks Car Park in early 2023. In addition to this, the project team are in discussion with Scottish Power Energy Networks (SPEN) to consider power supply options on Edinburgh Road as part of the Phase 2 works. Unfortunately, at this stage no separate internal or external funding has been identified for 2023/24. The installation of addition EV charging infrastructure will form part of the February 2023 Sustrans funding bid;
- 4.19.5 Car Club vehicle – the project team are in discussion with the Enterprise Car Club to establish if a Car Club vehicle could be located in High Street area;
- 4.19.6 Sustainable Urban Drainage Systems (SUDS) – the provision of SUDS drainage options in the High Street Phase 2 works are limited due to the physical limitations of the area and the presence of underground utility services. The design team will explore cost/value options for the introduction of SUDS as part of the Phase 2 and 3 programme; and
- 4.19.7 The Carbon Footprint – the whole life carbon footprint of the project is yet to be determined. This analysis will be discussed and considered at a future Group meeting to explore Net Zero aspirations, project specifications and construction techniques.

### **Phase 3 Consultation**

- 4.20 It is recognised the layout of the proposed Phase 3 improvements east of the High Street have not been seen broadly by the local community or subject to wider consultation.
- 4.21 The current proposals include the introduction of a segregated bidirectional cycle lane providing a designated route for cyclists from the foot of the Hawes Brae

through to the High Street. The layout also includes a widened Promenade strip and a slight reduction in parking.

- 4.22 The principle of the Phase 3 layout is to create safe public space for pedestrians, cyclists and all vulnerable road users by reducing the expanse of the existing car park, reducing available road space and vehicle dominance. The importance of visitor and disabled persons' parking, loading space for local businesses, parking for visitor coaches and liner excursions transfers, is well understood and factored into the proposed layout.
- 4.23 This latter phase of the project has been split from the High Street programme to allow a period of consultation. It is anticipated, following public engagement, that design development and the necessary TRO and RSO stages could progress in the future, subject to appropriate funding.
- 4.24 Officers will arrange a daytime and evening public engagement event between March and May 2023, in the Hawes area. The scope of the event is expected to cover the proposed layout from the Seals Craig (High Street East end) through to the Hawes Brae.

## **5. Next Steps**

---

- 5.1 If Committee agree the recommendations included in this report, the TROs and RSO required for the Phase 2 works will be promoted. Consultation with statutory consultees and public advertising will be undertaken as soon as reasonably possible.
- 5.2 The existing objections received following the public advertising of TRO 19/91 (seven in total relating to the proposed 7.5 tonne weight limit) will be carried over and included with any representations received following the advertising of this proposed combined TRO.

## **6. Financial impact**

---

- 6.1 The total cost of preparing and promoting the TRO and RSO, for Phase 2, is likely to be in the region of £20,000 and will be covered by the current project funding.
- 6.2 Estimated project costs depend on the final scope of the project and the material specification. The current cost projection for the whole scheme (estimated at current market rates) is expected to be in the region of £3.8m. However, considering the additional time required to undertake further consultation, a reduced Phase 2 scheme is proposed. The likely cost of delivering the next stage of the scheme is expected to be between £1.4m and £2.8m, depending on the final material specification.
- 6.3 Considering the Conservation Area status on the High Street a real stone option would be the preferred, using cut granite and whin products, however, it may be necessary to value engineer the scheme depending on available budgets.

## Project Cost Options and Budget Commitments

Scheme Option	Project Proposal	Further Consultation Required	Estimated Cost (£m)
<b>Phase 2: High Street scheme only</b> (Real Stone Materials)	Deliver High Street scheme in high quality stone materials from The Loan to the Seals Craig corner. Promote TRO and RSO for High Street and revised TRO on Edinburgh Road to increase parking provision. Improve cycle lane markings and increase parking provision. Promote Car Club spaces and EV infrastructure.	No	2.9
<b>Phase 2: High Street scheme only</b> (Reduced material specification TBA)	As above with reduced material specification. Consider stone footway surfacing and bituminous carriageways.	No	Between 1.5 to 2.5
<b>Full Scheme</b> Real stone materials on High Street, new layout on Edinburgh Road and Hawes Promenade	Full project scheme from the Loan through to Hawes Brae. Promote TRO and RSO for full scheme. Seek full project funding.	Yes - Further consultation required to consider Edinburgh Road and Hawes Prom layouts	3.8
<b>High Street including new Edinburgh Road layout up to the Turning Circle (Option D)</b>  Real stone materials on the High Street and Bituminous materials on Edinburgh Road	As above but excluding Hawes Promenade. Promote High Street and Edinburgh Road TRO and RSO. Consider Hawes Prom as a later project.	Yes - Further consultation required to consider Edinburgh Road and Hawes Prom layouts	3.1
<b>Phase 3: Follow on Scheme options:</b>			

<p><b>Edinburgh Road and Hawes Promenade Area:</b></p> <p>Follow on from Phase 2. (Seals Craig Point through Edinburgh Road and across the Hawes area)</p> <p>Follow on from Option D above. Turning Circle across the Hawes area.</p>	<p>Installation of new layout on Edinburgh Road and the Hawes Prom area. Including new segregated cycleway, promenade and car park layout</p> <p>Hawes Prom area only including the installation of the segregated cycleway and car park layout east of the turning circle</p>	<p>Yes</p> <p>Yes</p>	<p>0.9</p> <p>0.7</p>
--	--	-----------------------	-----------------------

- 6.4 The current committed budget for this project has been allocated from the Scottish Government Place Based Improvement Programme (PBIP). £1.05m has been phased between 2022 and 2025 (2022/23 - £0.007m, 2023/24 – £0.618m, 2024/25 - £0.425m).
- 6.5 The cost of completing the Phase 1 works, including the installation of new pedestrian crossings and improved public realm at The Loan/High Street junction, installation of the new turning circle and a raised table traffic calming feature on Rosshill Terrace (Station Road) was £0.770m and funded from the Transport Capital and Scottish Government Town Centre budgets.
- 6.6 An allocation from the future Transport Capital or Active Travel budget is under discussion and yet to be confirmed. Unfortunately, under the backdrop of significant budget pressures, it is unlikely significant capital allocations will be available.
- 6.7 In Summer 2021, a funding bid was submitted to Sustrans (£2.275m). Unfortunately, following feedback relating to some scheme deficiencies, the bid was unsuccessful. It is understood the absence of an approved TRO/RSO was a significant factor, however, other technical design elements and behavioural change issues were also noted.
- 6.8 The Sustrans, Places for Everyone fund is still considered the most appropriate funding for this important placemaking and mobility scheme. The project team intend to resubmit a funding application for the proposed Phase 2 works prior to the 28 February 2023 deadline.
- 6.9 Provision will be made in the Phase 2 work package for the installation of two EV charging points on Edinburgh Road. At the time of preparing this report no internal or external funding was available for EV charging infrastructure. The expected costs relating to installation will form part of the Sustrans bid.
- 6.10 As part of local traffic mitigation measures officers are in discussion with a Stakeholder group from Station Road to arrange the installation of additional traffic

calming measures and waiting restrictions. Officers have recently held meetings with this group and plan to improve two existing and install an additional raised table near the schools during the Station Road resurfacing works in Summer 2023. The cost of these works will be covered by a local Section 75 developer contribution (£0.03m).

- 6.11 Unrelated to this scheme, a further Section 75 developer contribution is available for “Safer Routes to School” on Station Road (£0.02m). Officers from the Active Travel are currently engaging with the school communities to develop new School Travel Plans.

## **7. Stakeholder/Community Impact**

---

- 7.1 TRO 19/91 (proposed 7.5 tonne weight limit on the High Street) was publicly advertised in July 2020 and received seven objections mainly relating to the impact of displaced traffic on Station Road and the temporary Spaces for People scheme. This TRO has now timed-out and will be abandoned. However, the existing objections will be carried-over to the new proposed High Street TRO.
- 7.2 In 2018 and 2019 officers and the design team undertook three public engagement events at venues on the High Street and a broader email consultation exercise to capture the views of the local communities on a range of proposals on the High Street (Now described as the Phase 2 scheme). Results from the concluding consultation event are shown in Appendix 5.
- 7.3 During all the consultation and engagement events, it was clear that residents and businesses wanted to see the High Street public realm improved, traffic volumes reduced, and the pavements significantly improved for pedestrians and wheelchair users.
- 7.4 The project team have recently met with representatives from the Edinburgh Access Panel and Living Streets to talk over the proposed Phase 2 and 3 schemes. It was a positive meeting with good support for the scheme principal and layout. Officers have agreed to consider the installation of a controlled crossing point on the High Street, to support users of all abilities, and consider the kerb detailing for blind or partially sighted pedestrians. These ongoing discussions should not affect the proposed TRO or RSO plans.
- 7.5 Officers plan to undertake a further public consultation between in March and April 2023 to consider and discuss the scope of the future Phase 3 scheme. The outcome of this engagement will shape future proposals for the Edinburgh Road and Hawes Promenade element of the scheme.

## **8. Background reading/external references**

---

- 8.1 [Shaping the Future of Queensferry](#) (April 2014)
- 8.2 [Planning Committee - Place Making Update Report](#) (May 2016)
- 8.3 [Queensferry Place Making Summary](#) (May 2016)
- 8.4 [Scheme Circulation Overview](#) (October 2020)

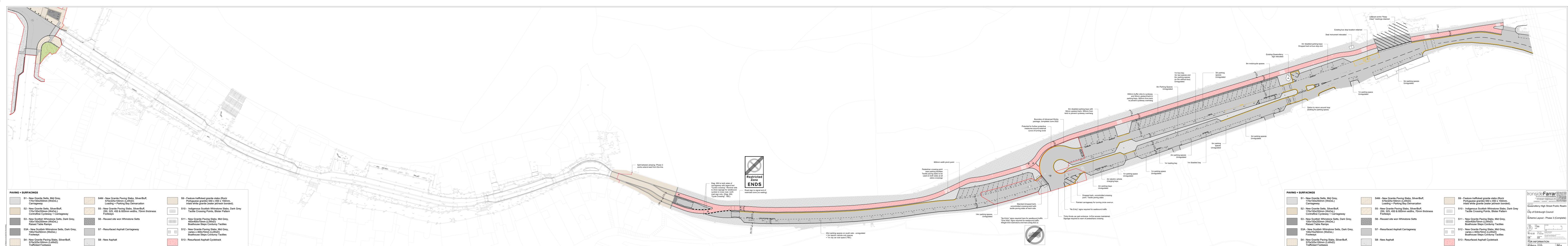
- 8.5 Transport Scotland FBHG – Infrastructure Minutes [WHMG Infrastructure Meeting Notes 2022 v1](#)

## **9. Appendices**

---

- 9.1 Appendix 1 – Phase 2 Proposed High Street and Edinburgh Road layout
- 9.2 Appendix 2 – Phase 3 Proposed Edinburgh Road and Hawes Promenade layout
- 9.3 Appendix 3 – Phase 2 proposed High Street/Hawes Redetermination Plan
- 9.4 Appendix 4 – Local Parking Study Queensferry Parking Report
- 9.5 Appendix 5 - High Street Consultation Event 3 Summary (September 2018)
- 9.6 Appendix 6 – High Street Project visualisations





**PAVING + SURFACINGS**

S1 - New Granite Setts, Mid Grey, 170x150x250mm (WxDxL) Carriageway	S4M - New Granite Paving Slabs, Silver/Buf., 570x325x100mm (LxWxD) Loading + Parking Bay Demarcation	S9 - Feature trafficked granite slabs (Roriz Portuguese granite) 550 x 450 x 150mm, inlaid white granite (water proof resin bonded).
S2 - New Granite Setts, Silver/Buf., 170x150x250mm (WxDxL) Contraflow Cycleway + Carriageway	S5 - New Granite Paving Slabs, Silver/Buf., 250, 325, 450 & 600mm widths, 70mm thickness Footways	S10 - Indigenous Scottish Whinstone Slabs, Dark Grey Tactile Crossing Points, Blister Pattern
S3 - New Scottish Whinstone Setts, Dark Grey, 100x150x250mm (WxDxL) Raised Table Ramps	S6 - Reused site won Whinstone Setts	S11 - New Granite Paving Slabs, Mid Grey, 400x400x70mm (LxWxD) Boathouse Steps Corduroy Tactiles
S3A - New Scottish Whinstone Setts, Dark Grey, 100x70x250mm (WxDxL) Footways	S7 - Resurfaced Asphalt Carriageway	S12 - New Granite Paving Slabs, Mid Grey, varies x 400x70mm (LxWxD) Boathouse Steps Corduroy Tactiles
S4 - New Granite Paving Slabs, Silver/Buf., 570x325x100mm (LxWxD) Trafficked Footways	S8 - New Asphalt	S13 - Resurfaced Asphalt Cycletrack

S9 - Feature trafficked granite slabs (Roriz Portuguese granite) 550 x 450 x 150mm, inlaid white granite (water proof resin bonded).	S10 - Indigenous Scottish Whinstone Slabs, Dark Grey Tactile Crossing Points, Blister Pattern
S11 - New Granite Paving Slabs, Mid Grey, 400x400x70mm (LxWxD) Boathouse Steps Corduroy Tactiles	S12 - New Granite Paving Slabs, Mid Grey, varies x 400x70mm (LxWxD) Boathouse Steps Corduroy Tactiles
S12 - New Granite Paving Slabs, Mid Grey, varies x 400x70mm (LxWxD) Boathouse Steps Corduroy Tactiles	S13 - Resurfaced Asphalt Cycletrack

**PAVING + SURFACINGS**

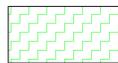
S1 - New Granite Setts, Mid Grey, 170x150x250mm (WxDxL) Carriageway	S4M - New Granite Paving Slabs, Silver/Buf., 570x325x100mm (LxWxD) Loading + Parking Bay Demarcation	S9 - Feature trafficked granite slabs (Roriz Portuguese granite) 550 x 450 x 150mm, inlaid white granite (water proof resin bonded).
S2 - New Granite Setts, Silver/Buf., 170x150x250mm (WxDxL) Contraflow Cycleway + Carriageway	S5 - New Granite Paving Slabs, Silver/Buf., 250, 325, 450 & 600mm widths, 70mm thickness Footways	S10 - Indigenous Scottish Whinstone Slabs, Dark Grey Tactile Crossing Points, Blister Pattern
S3 - New Scottish Whinstone Setts, Dark Grey, 100x150x250mm (WxDxL) Raised Table Ramps	S6 - Reused site won Whinstone Setts	S11 - New Granite Paving Slabs, Mid Grey, 400x400x70mm (LxWxD) Boathouse Steps Corduroy Tactiles
S3A - New Scottish Whinstone Setts, Dark Grey, 100x70x250mm (WxDxL) Footways	S7 - Resurfaced Asphalt Carriageway	S12 - New Granite Paving Slabs, Mid Grey, varies x 400x70mm (LxWxD) Boathouse Steps Corduroy Tactiles
S4 - New Granite Paving Slabs, Silver/Buf., 570x325x100mm (LxWxD) Trafficked Footways	S8 - New Asphalt	S13 - Resurfaced Asphalt Cycletrack

**Ironside Farrar**  
 Environmental & Planning  
 QUENESFERRY HIGH STREET PUBLIC REALM  
 City of Edinburgh Council  
 Scheme Layout - Phase 3 (Complete)  
 18.12.22  
 FOR INFORMATION  
 50803-110

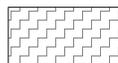


Note: Please do not scale from this drawing

**KEY**



F01 to F31 - Carriageway to be re-determined to footway  
Total Area = 876m<sup>2</sup>



V01 to V32 - Footpath to be re-determined to carriageway  
Total Area = 201m<sup>2</sup>

**IronsideFarrar**  
Environmental Consultants  
111 McDonald Road, EDINBURGH, EH7 4NW  
0131 550 8550 | mail@ironsidefarrar.com  
EDINBURGH | GLASGOW | MANCHESTER

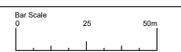


Project Name  
**Queensferry High Street Public Realm**

Client  
**City of Edinburgh Council**

Title  
**Redetermination Proposals Scheme Overview**

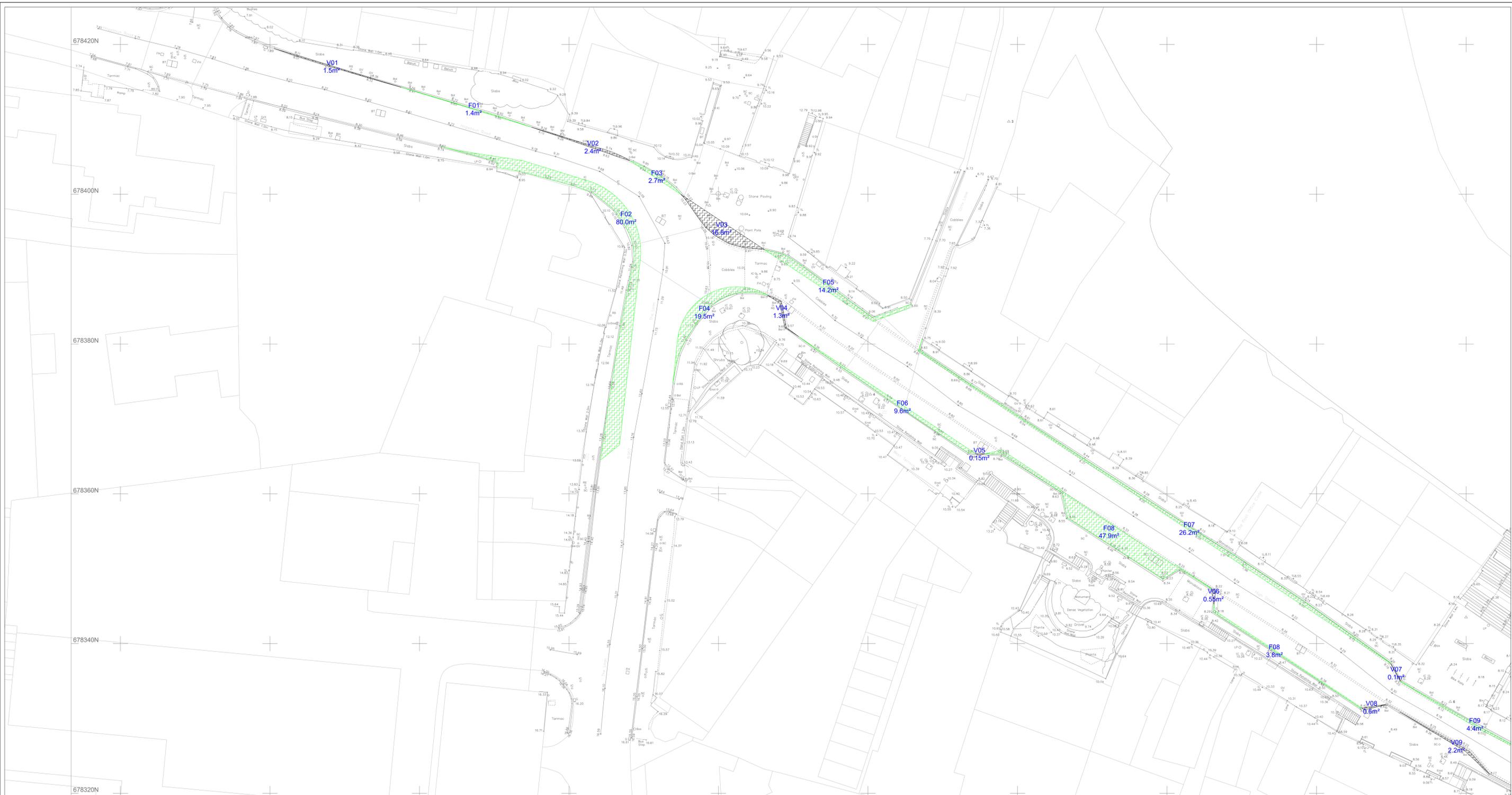
N. Point  
Scale  
1:1250  
Scale  
1:1250



Date  
03.03.21  
Paper Size  
A1  
Quality Assurance  
ISO 9001:2015  
SGS UKAS Certificate GB02/54539  
Copyright Acknowledgement  
Chrisnae Survey © Crown Copyright 2020  
All rights reserved. Licence No. AL100017956

Status  
**FOR APPROVAL**

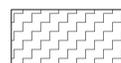
Project No <b>50803-00-120</b>	Drawing No <b>P01</b>	Revision
-----------------------------------	--------------------------	----------



**KEY**



F01 to F31 - Carriageway to be re-determined to footway  
Total Area = 876m<sup>2</sup>



V01 to V32 - Footpath to be re-determined to carriageway  
Total Area = 201m<sup>2</sup>

**IronsideFarrar**  
Environmental Consultants  
1111 McDonald Road, EDINBURGH, EH7 4NW  
0131 550 8500 | mail@ironsidefarrar.com  
EDINBURGH | GLASGOW | MANCHESTER

Project Name  
**Queensferry High Street Public Realm**

Client  
**City of Edinburgh Council**

Title  
**Redetermination Proposals Layout  
Sheet 1**

N. Point  
Scale  
1:250  
Scale

Bar Scale  
0 5 10m  
1:250

Date  
03.03.21

Paper Size  
A1

Quality Assurance  
ISO 9001:2015  
SGS UKAS Certificate GB02/54539

Drawn by  
GB

Checked by  
GS

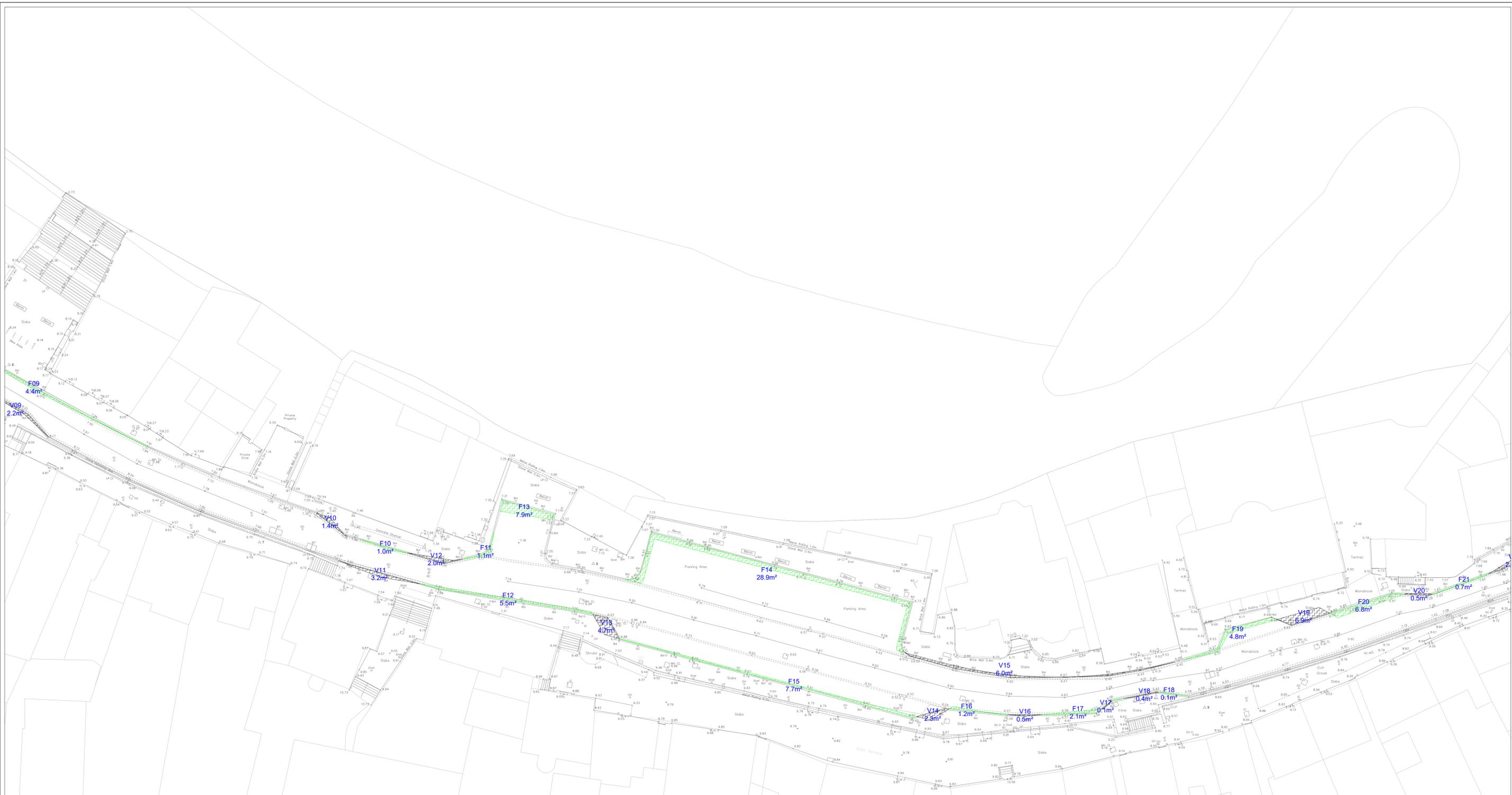
Copyright Acknowledgement  
Christiana Survey © Crown Copyright 2020  
All rights reserved. Licence No. AL100017966

Status  
**FOR APPROVAL**

Project No  
**50803-00-121**

Drawing No  
**P01**

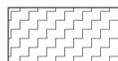
Revision



**KEY**



F01 to F31 - Carriageway to be re-determined to footway  
Total Area = 876m<sup>2</sup>



V01 to V32 - Footpath to be re-determined to carriageway  
Total Area = 201m<sup>2</sup>

**IronsideFarrar**  
Environmental Consultants  
1111 McDougal Road, EDINBURGH, EH7 4NW  
0131 550 8550 | mail@ironsidefarrar.com  
EDINBURGH | GLASGOW | MANCHESTER

Project Name  
**Queensferry High Street Public Realm**

Client  
**City of Edinburgh Council**

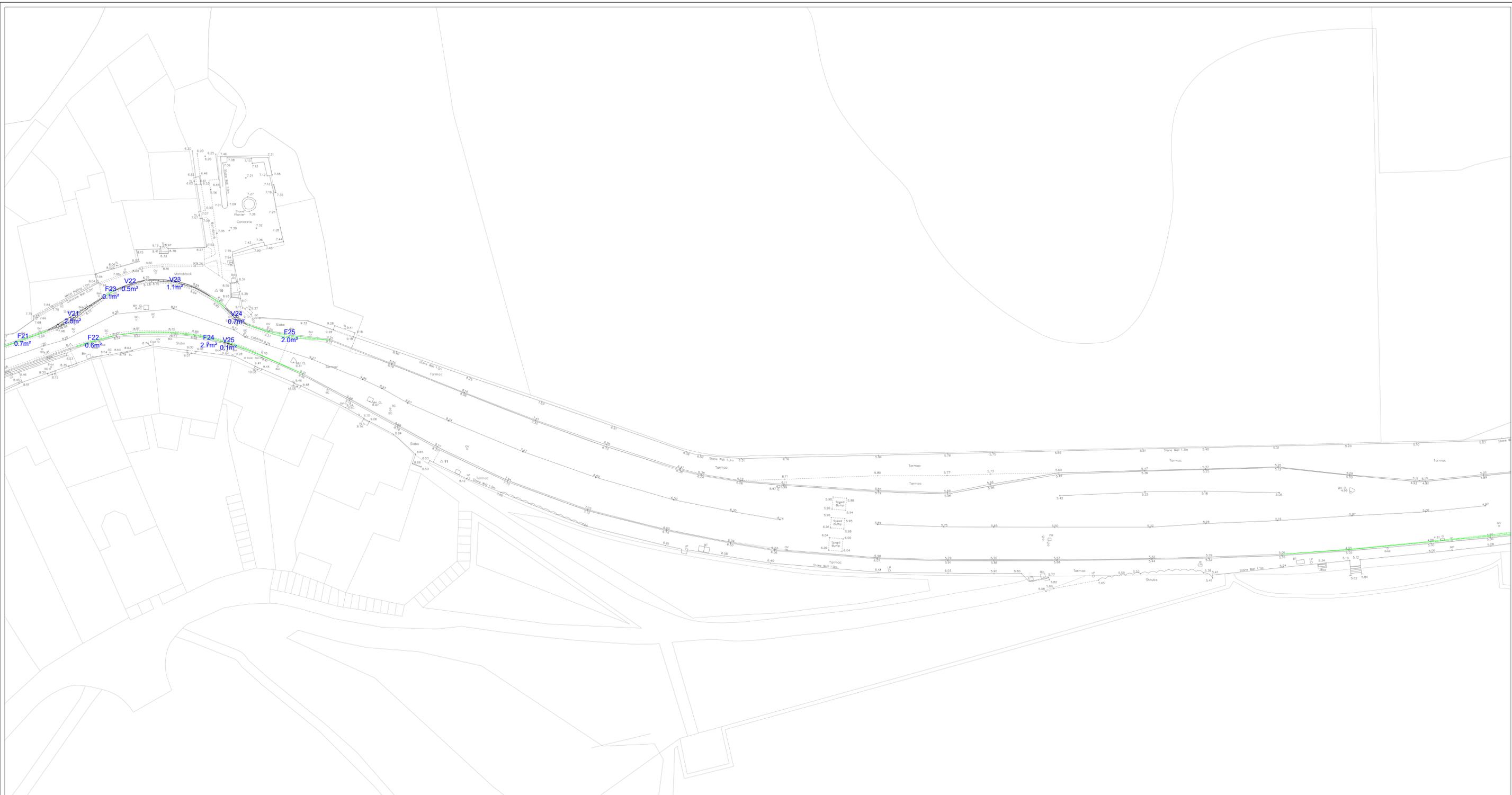
Title  
**Redetermination Proposals Layout  
Sheet 2**



Date	Paper Size	Quality Assurance
30.10.20	A1	ISO 9001:2015 SGS UKAS Certificate GB02/54539
Drawn by	Checked by	Copyright Acknowledgement
GB	GS	Christiana Survey © Crown Copyright 2020 All rights reserved. Licence No. AL100017968

Status  
**FOR APPROVAL**

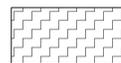
Project No	Drawing No	Revision
50803-00-122		P01



**KEY**



F01 to F31 - Carriageway to be re-determined to footway  
Total Area = 876m<sup>2</sup>



V01 to V32 - Footpath to be re-determined to carriageway  
Total Area = 201m<sup>2</sup>

Note: Please do not scale from this drawing

IronsidesFarrar

Environmental Consultants  
1111 McDougal Road, EDINBURGH, EH7 4NW  
0131 550 8550 | mail@ironsidesfarrar.com  
EDINBURGH | GLASGOW | MANCHESTER

---

Project Name  
**Queensferry High Street Public Realm**

Client  
**City of Edinburgh Council**

Title  
**Redetermination Proposals Layout Sheet 3**

N. Point

Scale  
**1:250**  
Scale

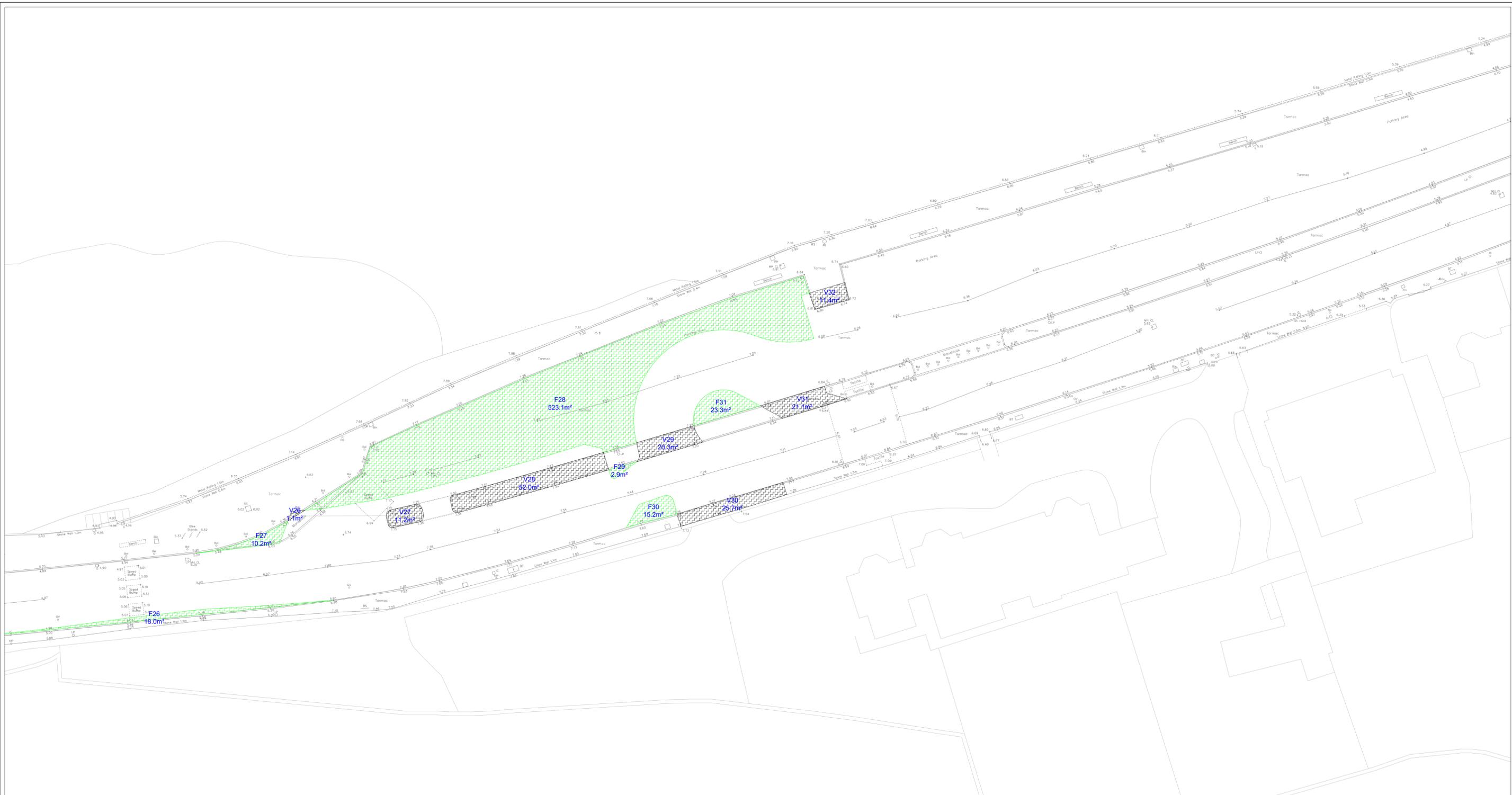
0 5 10m  
1:250

Date <b>30.10.20</b>	Paper Size <b>A1</b>	Quality Assurance ISO 9001:2015 SGS UKAS Certificate GB02/54539
Drawn by <b>GB</b>	Checked by <b>GS</b>	Copyright Acknowledgement Christiana Survey © Crown Copyright 2020 All rights reserved. Licence No. AL100017956

---

FOR APPROVAL

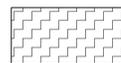
Project No <b>50803-00-123</b>	Drawing No	Revision <b>P01</b>
-----------------------------------	------------	------------------------



**KEY**



F01 to F31 - Carriageway to be re-determined to footway  
Total Area = 876m<sup>2</sup>



V01 to V32 - Footpath to be re-determined to carriageway  
Total Area = 201m<sup>2</sup>

Note: Please do not scale from this drawing

Ironsides

**Farrar**  
Environmental Consultants  
1111 McDonald Road, EDINBURGH, EH7 4NW  
0131 550 8550 | mail@ironsidesfarrar.com

---

Project Name  
**Queensferry High Street Public Realm**

Client  
**City of Edinburgh Council**

Title  
**Redetermination Proposals Layout Sheet 4**

---

N. Point

Scale  
**1:250**

Bar Scale

---

<small>Date</small> <b>30.10.20</b>	<small>Paper Size</small> <b>A1</b>	<small>Quality Assurance</small> ISO 9001:2015 SGS UKAS Certificate GB02/54539
<small>Drawn by</small> <b>GB</b>	<small>Checked by</small> <b>GS</b>	<small>Copyright Acknowledgement</small> Christiana Survey © Crown Copyright 2020 All rights reserved. Licence No. AL100017956

---

**FOR APPROVAL**

<small>Project No</small> <b>50803-00-124</b>	<small>Drawing No</small> <b>P01</b>	<small>Revision</small>
--	---	-------------------------



## **Queensferry, Edinburgh**

# **Report of On-Street Parking Opportunities**

Kelvin Clarke Transportation Limited  
87 East Kilbride Road  
Clarkston  
GLASGOW  
G76 8JE

Registered in Scotland no. SC660808

Project Reference: 012-001-Queensferry

# Issue and Revision Record

Revision	Date	Originator	Description
1	11 February 2021	Kelvin Clarke	Draft

## Disclaimer

---

This document is issued for the party which commissioned it and for specific purposes connected with the above-project only. It should not be relied upon by any other party or used for any other purpose.

Kelvin Clarke Transportation Limited accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

---

# Contents

<b>1. Introduction .....</b>	<b>1</b>
Queensferry .....	1
Proposed Scheme.....	1
Impact on Traffic Circulation.....	1
<b>2. Parking in Queensferry .....</b>	<b>2</b>
On-Street Parking Opportunities .....	2
Off-Street Parking Opportunities .....	6
Signing .....	7
Summary .....	8
<b>3. Discussion .....</b>	<b>10</b>
<b>Appendix A. Site Visit and Initial Assessment.....</b>	<b>1</b>
<b>Appendix B. Survey Extents.....</b>	<b>2</b>

## Tables

Table 1.1 Impact of Proposed Scheme on Town Centre Parking .....	1
Table 2.1 On-Street Parking.....	2

## Figures

Figure 2.1 Possible On-Street Parking Locations .....	8
---	---



# 1. Introduction

## Queensferry

- 1.1 South Queensferry is a town on the south bank of the Firth of Forth. The town is located between the Forth Rail Bridge to the east, and Forth Road Bridge and Queensferry Crossing to the west. The town is a perfect location to view the bridges and take in views across the Forth.
- 1.2 While Queensferry is defined by the bridges on either side, the historic town and in particular the High Street also attracts significant numbers of visitors. However, the popularity of the town can result in traffic congestion on the High Street.
- 1.3 Of additional interest is the activities around Hawes Pier to the east, located adjacent to the Forth Rail Bridge and where cruise ships disembark, and Port Edgar to the west, located adjacent to the Forth Road Bridge.

## Proposed Scheme

- 1.4 Ironside Farrar, on behalf of City of Edinburgh Council, are designing a public realm improvement scheme in relation to the High Street and Newhalls Road through Queensferry. With placemaking at the heart of the proposed scheme, the outcome will be an improved environment for people living in and visiting the area. The proposed scheme also includes the introduction of a one way system for traffic in the eastbound direction, plus a westbound cycle lane.
- 1.5 One of the outcomes of the scheme will be a reduction in parking within the town centre. The implications on parking are indicated in Table 1.1. below.

**Table 1.1 Impact of Proposed Scheme on Town Centre Parking**

Location	Existing	Proposed	Change
High Street	36	14	-22
Newhalls Road / Hawkes Pier	127	98	-29
<b>Total</b>	<b>163</b>	<b>112</b>	<b>-51</b>

## Impact on Traffic Circulation

- 1.6 One further outcome of the scheme is the impact on circulation, particularly in relation to parking availability associated with the traffic circulation pattern, where location and ease of access will contribute to the decision of visitors to remain in the town.
- 1.7 The circulation pattern resulting from the proposed High Street improvements is:
  - Traffic approaching the town from the south-east (Edinburgh) on the B924 (Hawes Brae), will be seeking to park at the east side of the town. If parking is unavailable around the Newhalls Road, Hawes Pier area and with High Street closed to westbound traffic, drivers will require to come back out of the town to find a parking space;
  - Traffic approaching High Street from the south, north or west will use Bo’ness Road or The Loan and if no parking was available at the west side of the town, could either come back out on the same route or use High Street to access parking opportunities at the east end.
- 1.8 In either circumstance, helping drivers to understand where parking may be available will be a key determinant on whether drivers unable to get their first choice parking location will stay in Queensferry.



## 2. Parking in Queensferry

### On-Street Parking Opportunities

- 2.1 A review of on-street parking was undertaken by both a desk study and site visit. The desk study provided an initial sieve to identify streets within an approximate 600m walk of High Street or Hawes Pier suitable for on-street parking (road width, character, restrictions etc). The site visit focussed on road sections which appeared suitable to support on-street parking to measure the road width to confirm the suitability or impact of on-street parking. The site visit also included a wider area to determine any locations beyond 600m suitable for on-street parking.
- 2.2 The Site Visit Note is contained in Appendix A. Appendix B contains a tabular summary and assessment of streets within an approximate maximum 600m walk from the High Street / Newhalls Street and a graphical representation of the internal and external survey areas.
- 2.3 The streets identified as possible locations suitable to support on street parking and visited during the site visit are included in Table 2.1 below.

**Table 2.1 On-Street Parking**

Location	From	To	Width	Length
<b>Initial Survey Area</b>				
Longcraigs Road	Hawes Brae	Rural	5.7m - 13.0m	75m
Hawes Brae	Longcraigs Rd	Bankhead Rd	7.3m - 9.1m	340m
Station Road	Burdock Road	The Loan	5.9m - 6.1m	910m
Burdock Road	Station Road	End of Car Park	6.1m	200m
Ashburnham Loan	Station Road	Cul-de-sac end	5.5m	70m
The Loan	Rosebery Avenue	High Street	6.6m – 8.8m	510m
Rosebery Avenue	The Loan	Ferryburn House	5.6m	130m
Viewforth Place	The Loan	Carmelite Road	5.6m	75m
Burgess Road	The Loan	Station Road	5.6m – 6.3m	300m
Loch Road	The Loan	Stewart Terrace	5.9m	100m
Stewart Terrace	Loch Road	Hopetoun Road	5.6m	400m
Morison Gardens	Loch Road	Hopetoun Road	5.5m	400m
Shore Road	Hopetoun Rd	Port Edgar	5.5m-6.8m	370m
<b>Extended Zone</b>				
Bo'ness Road	Hopetoun Rd	Echline Ave	9.3m	300m

- 2.4 A description and suitability of each street to support on-street parking is set out below.

#### **Longcraigs Road**

- 2.5 The section of Longcraigs Road between Newhalls Road and the east end of the “Honey Pot” currently supports parking. On the north side, cars park in the section of road west of the Honey Pot building and on the south side, there is a section of nose in parking. This area is likely to be parked to capacity in busy visitor periods.
- 2.6 The area is generally untidy which leads to inefficient use of the parking space available. A general improvement of the area could improve parking efficiency and numbers.



- 2.7 Consideration should be given to extending the nose in parking on the south side by relocating the “log” edge to the parking area around a further 6m to 7.5m to the east and clearing adjacent scrub. Resurfacing the full area and formally identifying parking on the north side is also likely to increase parking. Around 12 cars could be accommodated on the south side and 6 or 7 cars accommodated on the north side without impacting on the through carriageway.

***Hawes Brae***

- 2.8 The north section of Hawes Brae has permit parking (approximately 3 spaces) and around 110m marked for parking (20 car capacity). This area appears to be a popular parking location and it is likely this will be full (and beyond) during busy periods.
- 2.9 The road is wide enough to support on street parking for significantly further than currently marked. It is recommended that the parking zone is extended to around 340m south of the existing marked permit bays (around 60 vehicles).
- 2.10 It may also be worth considering providing a kerb build out at the junction with Longcraigs Road to protect the permit parking area and strengthen the message to drivers that this area is for parking. Finally, it thought appropriate, it would be possible to widen Hawes Brae south of the existing 40mph sign to support even more marked parking bays.

***Station Road***

- 2.11 Station Road is approximately 230m to 280m, as the crow flies, from High Street / Newhalls Road and there are several formal walk / cycle routes through Ferry Glen connecting Station Road to these streets. Station Road is traffic calmed.
- 2.12 However, with Station Road being between 5.9m to 6.1m wide, any on-street parking would reduce the running carriageway to a width which only supports one vehicle at a time. Also, Queensferry High School and St Margaret’s Primary School are located along the route, although any overspill visitor related parking provided on Station Road is likely to only be at weekends when the schools are closed.
- 2.13 With the road width restrictions, school activity and residential frontage, it is unlikely that locating on-street parking for visitors would be possible.
- 2.14 One opportunity may exist. Consideration could be given to making the section of Station Road between The Loan and Burgess Road one way eastbound and Burgess Road one way westbound. This would have little impact on traffic but would allow on-street parking to be provided on the north side of Station Road and the south side of Burgess Street. Visitors could then be directed on existing footpaths past the bowling club and through Ferry Glen to the High Street.
- 2.15 It is recognised that Queensferry Primary School is located on Burgess Road and has an access via Station Road. However, any parking spaces able to be identified are possibly being used for school drop off and pick up already and so a more formal provision of spaces would be unlikely to affect midweek patterns while supporting weekend patterns.

***Burgess Road***

- 2.16 In its current form Burgess Road is not suitable to support on-street non-residential parking. However, as indicated above, if considered to be part of a one way scheme along with the west end of Station Road, it would be possible for on-street parking to be supported. In the provision of any such parking, consideration would require to be given to the operation of the adjacent primary school.



***Burdock Road***

- 2.17 Burdock Road is adjacent to Dalmeny Station car park. The road is linked to a footpath on the north side of Station Road which provides access into and through Ferry Glen which in the future and subject to planning approval, will be upgraded to provide access to the proposed Forth Rail Bridge Visitor Centre and viewing platform and also connect to Hawes Pier.
- 2.18 Burdock Road is 6.1m wide and previously supported on-street parking, likely to be overspill from the station car park and also likely to have narrowed the running carriageway and prevent efficient two way flow.
- 2.19 Three parklets, each supporting 3 parked cars have been introduced along the road, possibly associated with the construction of the new residential development at the south end of the road, maintaining two way flow at points along the road.
- 2.20 These parking spaces are likely to be available at weekends, however, the quantity of parking will, on its own, do little to support town centre visitor parking.

***Ashburnham Loan***

- 2.21 Ashburnham Loan is a residential development north of Station Road with direct frontage access and linked to adjacent footpaths through Ferry Glen. The road is 5.5m wide.
- 2.22 In theory the road could provide a number of on-street parking opportunities and is well linked to footpaths through Ferry Glen. However, in practice, seeking to encourage town centre visitor parking in this area is unlikely to be welcomed by local residents, who would appear to already be frustrated by overspill parking associated with Dalmeny Station during weekdays.

***The Loan***

- 2.23 The Loan is one of the key radial routes serving Queensferry town centre. The nature of the route changes along its length including road frontage and road width.
- 2.24 The southern section between Ferry Muir Road and Rosebery Street is residential in nature with direct frontage and a road width of around 7m. The Loan is a bus route and there are no parking restrictions along this stretch of road.
- 2.25 The section of The Loan south of Rosebery is between 500m to 600m from High Street. However, the road is less than 7m wide and any significant stretch of on street parking could affect the operation of the street, including buses and movement in an out of Rosebery Avenue.
- 2.26 North of Rosebery Avenue there are various forms of parking restrictions along The Loan. The exceptions are a 35m section on the east side adjacent to the playing fields, a 25m section on the east side adjacent to Queensferry Nursery, 40m section on both east and west sides adjacent to the Parish Church and 20m (Pay & Display) section on the west side, north of Viewforth Bank Industrial Estate.
- 2.27 The total parking provision amounts to parking for around 30 to 40 vehicles. However, each section is associated with an adjacent land use which is likely to affect demands at weekend.
- 2.28 The double yellow lining on The Loan is relatively new, but it is unlikely that in designing the parking restrictions on this street that consideration would have been given to maximising the number of parking opportunities.
- 2.29 Parking on The Loan would be a valuable contribution for visitors seeking to access the High Street.



- 2.30 Consideration should be given to developing a Designing Streets approach to carriageway widths and on street parking to determine whether the opportunity for additional parking can be achieved.

***Rosebery Avenue***

- 2.31 The section of Rosebery Avenue between the Loan and Ferryburn House, although narrow, has relatively limited direct frontage. East of Fortune House the road becomes residential in nature and without provision of in curtilage parking for all residents. The road is relatively narrow at 5.6m and pedestrian links through from the street towards the town centre are not clear.
- 2.32 Therefore, consideration should be given to supporting on street parking on the short stretch of Rosebery Avenue (around 55m) adjacent to the playing fields. The impact will be to reduce the running carriageway to a level which may not support 2 way traffic. If considered appropriate it may be possible for some minor widening to be undertaken, or the provision of parklets to regulate through traffic movements.

***Viewforth Place***

- 2.33 While Viewforth Place leads to a residential development with direct frontage access, which would not be suitable to support on-street parking, the initial 30m section between The Loan and Carmelite Road has limited frontage access and does provide an opportunity for on-street parking.
- 2.34 The road is relatively narrow at 5.6m and therefore, the impact of on-street parking would be to reduce the running carriageway to a level which may not support 2 way traffic. If considered appropriate it may be possible for the provision of parklets to regulate through traffic movements.

***Loch Road***

- 2.35 The section of Loch Road between Stewart Terrace and The Loan is around 5.9m wide and with limited frontage access, including access to St Margaret's Church on the north side of the road.
- 2.36 This section of Loch Road already supports on-street parking and would be suitable for overspill visitor parking. There is likely to be a demand associated with the adjacent church, which although has a car park would, no doubt, see demand for on-street parking during services.

***Stewart Terrace***

- 2.37 Stewart Terrace is a 5.6m wide residential street with direct frontage access. At the west end, adjacent to Hopetoun Road, properties do not have in curtilage parking and so the availability of on-street parking for town centre visitors would be limited. However, further east, in curtilage parking is more prevalent and direct frontage access less frequent. This provides the opportunity for on-street parking for visitors.
- 2.38 Consideration should be given to encouraging town centre visitors to park on the north side of Stewart Street where frontage access is limited.

***Morison Gardens***

- 2.39 Morisons Gardens is a 5.5m wide residential street with direct frontage access. There is limited in curtilage parking and so residential parking occurs predominantly on-street. The narrow road width, direct frontage and prevalence of residential on-street parking make this street less suited to support town centre visitor parking.



**Shore Road**

- 2.40 The nature of Shore Road changes along its length. The eastern section is residential in nature with varying road widths up to 6.8m. The initial section of road has double yellow lines on both sides of the street. Then there is a section of road where on the southside, not all properties have in curtilage parking and park on-street while on the north side, the development includes in curtilage parking. The mid-section, with Castle Rock Edinvar fronting onto the road is narrow (5.5m) and with double yellow lining on the south side. The final section up to Port Edgar widens out again but still with double yellow lining on the northside.
- 2.41 It is likely that Shore Road will currently be supporting non-residential parking and visitors to the town centre would find Shore Road a suitable location to park.
- 2.42 Consideration should be given as to whether additional parking can be set out to the west and narrow section of the road, possibly through introducing parklets to manage traffic movements. Care will be required to ensure that the movement of larger vehicles (for example boats being transferred to Port Edgar) are not affected by any change.

**Bo’ness Road**

- 2.43 Bo’ness Road is a main radial routes serving the town. Although the shortest and quickest route into the town centre from the east Bo’ness Road is not the signed route, which is via The Loan.
- 2.44 Although outside the initial search area the road is wide (9.3m) and has limited frontage access. The road section between Hopetoun Road and Echline Avenue is between 500m and 800m from High Street.
- 2.45 Consideration should be given to identifying town centre visitor parking on Bo’ness Road.

**Off-Street Parking Opportunities**

- 2.46 While this study is principally about on-street car parking, the availability of off-street parking helps with understanding the context.
- 2.47 At the west end of the High Street the main car park is The Binks, accessed off of Rose Lane and with around 48 parking spaces. To the west, the Hawes Pier Car Park adjacent to Newhalls Road has around 70 parking spaces.
- 2.48 For reference, the Dalmeny Station Car Park is located approximately 600m walk, south of Hawes Pier and has parking for approximately 160 cars.
- 2.49 While it is recognised that this study is focussing on on-street provision, the study and associated survey has identified two off-street parking opportunities that should be considered.
- 2.50 The main off-street car parking for visitors to the town centre include the Binks and Newhalls Road car parks. However, these are generally the first to fill up, thereafter, visitors to the town centre are using on-street parking as the alternative.

**Dalmeny Rail Station Car Park**

- 2.51 The car park associated with the Dalmeny rail station is around 600m from Newhalls Road, accessed via the footpath network serving Ferry Glen and the route which is likely to be subject to improvement in association with the proposed Forth Rail Bridge Visitor Centre.
- 2.52 While it is recognised that the car park will usually be full on weekdays, generally supporting commuting trips to Edinburgh, the use of the car park at weekends is unknown.



- 2.53 If parking was available at the weekend, then the car park is well located to provide overspill parking for those unable to access parking closer to the town centre. The car park has the benefit of being on the circulation route of those starting to leave the town, easily sign posted and with strong (and improving) links to the town centre.
- 2.54 Consideration should be given to developing a signing strategy which directs town centre visitors leaving Queensferry as a consequence of being unable to find a parking space towards the rail station car park.

#### **Port Edgar**

- 2.55 Port Edgar also provide an overspill parking opportunity for those unable to park closer to the town centre. The south-east corner of the site has been cleared and could provide a suitable temporary surfacing for car parking. The site is located around 530m from High Street.
- 2.56 Beyond the marina based business located at Port Edgar there are also opportunities to view both road bridges and visit speciality retail and restaurant facilities. There is likely to be mutual benefit in relation to the Port Edgar operators and the needs of town centre visitors.
- 2.57 A car park in this location has the benefit of being easily sign posted and with reasonable walk links back to High Street.
- 2.58 Consideration should be given to discussing the opportunity with the Port Edgar land owners and if deemed appropriate, developing a signing strategy which directs town centre visitors to this overspill parking area.

#### **Signing**

- 2.59 Visitors arriving in Queensferry by car and searching for a parking space, require information around where the best opportunity to park will be. With a limited number of off-street car parks and a significant number of relatively small sections of on-street parking that message is challenging to provide simply through street side signing.
- 2.60 The change of the High Street to one way eastbound also makes the provision of signing to first choice parking locations and more importantly, alternative parking locations more challenging.
- 2.61 That challenge is exacerbated when the available parking is in the form of short sections of on-street parking spread around the town.
- 2.62 The development of a signing strategy for parking in Queensferry also depends on where the alternative parking is seen to be located. For example, if the Dalmeny Rail Station Car Park or Port Edgar were considered to be viable alternative off-street parking locations at weekends then signing could be provided which directed drivers to those car parks. If the alternative parking was on-street then that parking also has to be highlighted.
- 2.63 Therefore, without a clear vision of which elements of off-street or on-street parking make up the stock available to visitors it is not possible to set out a strategy. However, the following key messages will be required:
- Where on-street parking is available, use signing and lining to identify the spaces to give drivers the comfort that it is available for all;
  - Can a signing strategy include for advising walk time to the town centre? If so there is an opportunity to intercept drivers as they arrive in Queensferry and encourage them to park on-street in the first available space; and



- Similarly, if parking is available on the exit from town, advise the walk distance / time to the town centre.

### Summary

2.64 In summary, a number of on-street parking locations have been identified which could be suitable for town centre visitors, unable to access parking closer to the town centre. These are indicated in Figure 2.1 and summarised below:

#### **On-Street**

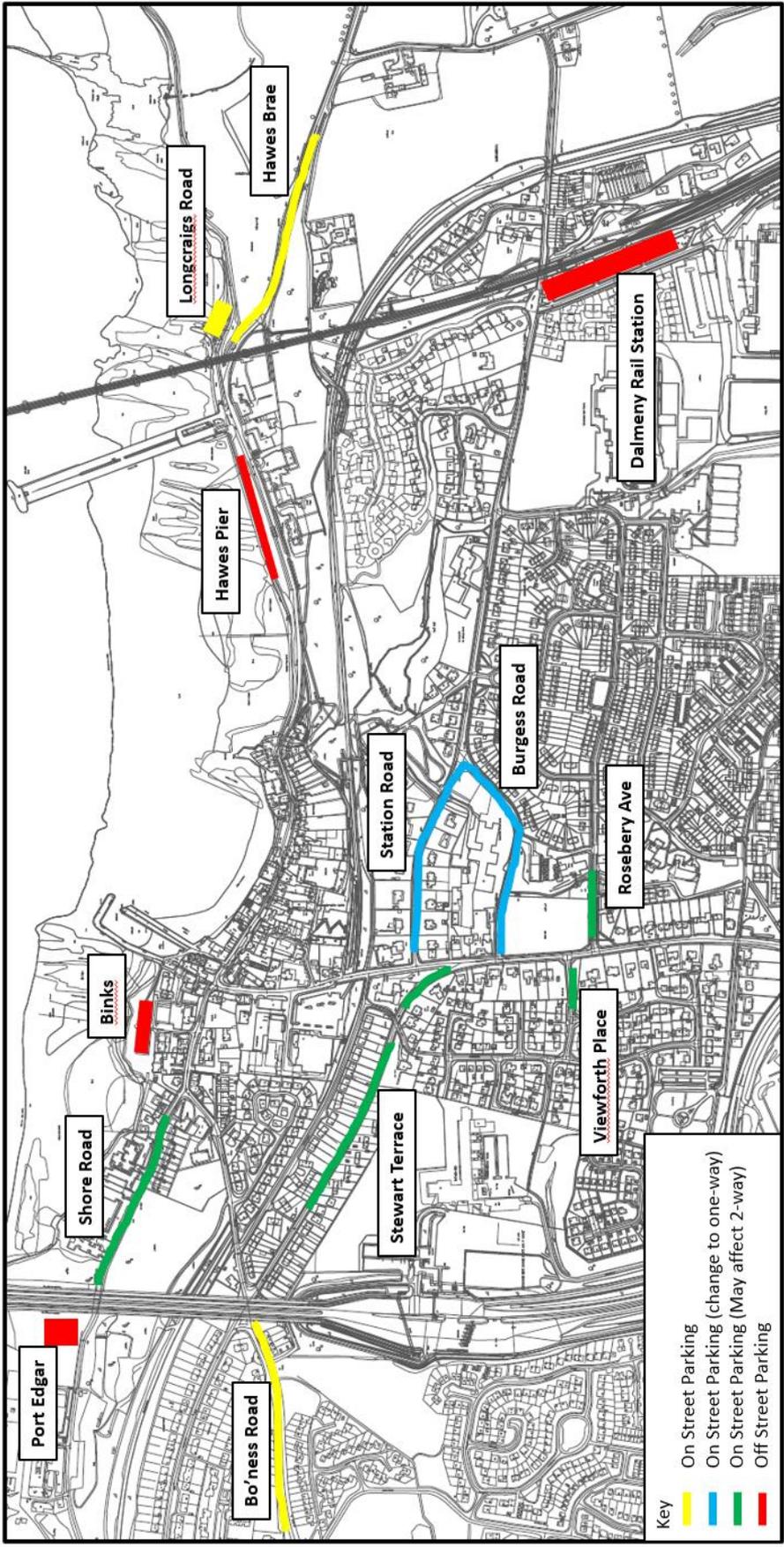
- Longcraigs Road – Rationalise existing parking provision (12 existing possibly up to 19);
- Hawes Brae – Provide marked car parking for around 340m from Longcraigs Road (existing marked 19 cars up to 57 cars);
- The Loan – Consider undertaking a “Designing Streets” review between Loch Road and High Street, reducing the running carriageway (possibly 6.0m to 6.7m) and determining whether doing so will support additional on-street parking (existing 21, possibly up to 30 cars);
- Roseberry Avenue / Viewforth Place – Identify parking opportunities on initial sections of each street (total 14 cars);
- Station Road / Burgess Road – Consider implementing a one way loop and in doing so, generate opportunities for visitor parking (possibly 45 cars);
- Loch Road – Identify parking opportunities on initial section of road. Could parklets provide horizontal deflection and support removal of vertical calming measures (10 cars);
- Stewart Terrace – Identify parking opportunities on the mid-section of the road (30-35 cars);
- Shore Road – Identify parking opportunities including consideration of parking in narrow area (16 existing possibly 36 cars);
- Bo’ness Road – Identify parking on one side (probably south side) of road (say 45 cars).

#### **Off Street**

- Dalmeny Rail Station (weekends only) – Car park capacity 160 spaces;
  - Port Edgar – Dependant on area but 3 rows of 20 cars / row minimum (60 cars).
- 2.65 With regard to signing it is not possible to consider a signing strategy until the parking areas to be included in that strategy have been identified. However, in principle, signing must help drivers to understand where the main parking areas are located, alternatives to these and, when parking on-street, visitors must be comfortable that the space is available for all, especially when within or adjacent to residential areas.



Figure 2.1 Possible On/Off-Street Parking Locations





### 3. Discussion

- 3.1 The study has considered the opportunity to increase on-street car parking to support the loss of around 51 parking spaces along High Street and Newhalls Road. It is recognised that Queensferry is a popular tourist location and during busy weekends parking will be at a premium. During those busy periods many of the on-street car park locations identified in this study may already be used by town centre visitors.
- 3.2 It is important that during busy periods visitors to Queensferry can recognise that when parking in the immediate area of High Street and Newhalls Road is busy that alternative on-street parking is available in the area around the town centre.
- 3.3 Visitors also have to be comfortable that the parking space they have found, even if in a local residential area is an appropriate space for them to use. That comfort can be improved if the parking space is identifiable as suitable for use by all, not just local residents.
- 3.4 Finally, location is key. The search for a parking space requires to be an easy experience, devoid of frustration, which can otherwise result in the visitor deciding to leave the area.
- 3.5 Therefore, beyond the specific identification of possible locations, consideration should also be given to the following elements which contribute to the transport element of the visitor experience. It is recognised that many of these elements will already have been considered, but are indicated below to seek to provide a more rounded approach to the visitor experience:
- Do I need to take the car? – Ensure that information around how to visit Queensferry by public transport is available. The opportunity to arrive by train and perhaps even do so by crossing the Forth Rail Bridge has to be highlighted;
  - Provide Advanced Information – Help visitors to plan their trip by identifying where parking is likely to be available including off-street parking and significant on-street parking opportunities (Hawes Brae and Bo’ness Road);
  - Use Parking Signing to identify spaces – While a main focus is on avoiding street clutter, it may be necessary to provide street signing which highlights the availability of on-street parking;
  - Can on-street parking help with traffic calming? – Using built-outs to define and protect parking spaces can help guide driver into parking spaces while also providing horizontal traffic management measures, better management and control of through traffic and reduce the need for vertical traffic calming measures;
  - Help visitors understand walk time – If possible intercept visitor traffic by highlighting that on-street parking on their access route is a reasonable walk to the town centre and repeat on exit routes;
  - Direct visitors from the point where they start looking for alternative parking – At the point at which drivers have been unable to access their first choice parking location, provide “alternative parking” signing to ensure the driver is encouraged to search for an alternative space.



Appendix A. Site Visit and Initial Assessment



Appendix B. Survey Extents

## SUMMARY OF QUEENSFERRY HIGH STREET PUBLIC REALM CONSULTATION EVENT 3

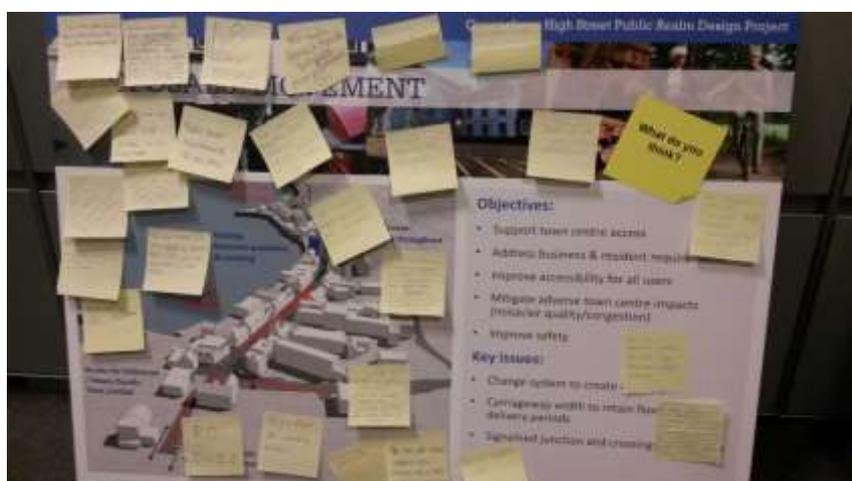
A third drop in Consultation Event was held on the 24th September 2018 at Orocco Pier on Queensferry High Street. The event was very well attended (approx. 200) and ran from 3-8pm. A total of 16no boards were prepared which are contained in Appendix 1. As with the first event the majority of attendees were from the immediate vicinity of the study area although there was also significant representation from residents of Rosshill Terrace and Station Road.



The event had been publicised for a month on the Queensferry & District Community Council website and Facebook page, via the Liberal Democrat Newsletter and with posters up for a week and a half at the following locations. Scotmid, Tesco, the Library, The Little Bakery, The Staghead Hotel, Picnic Coffee Shop, Manna House Bakery, The Little Parlour, The 3 Bridges, The Railroad Bistro, Queensferry Sports and Community Hub. All email contacts within the project Consultation Database were emailed directly with details of the event.

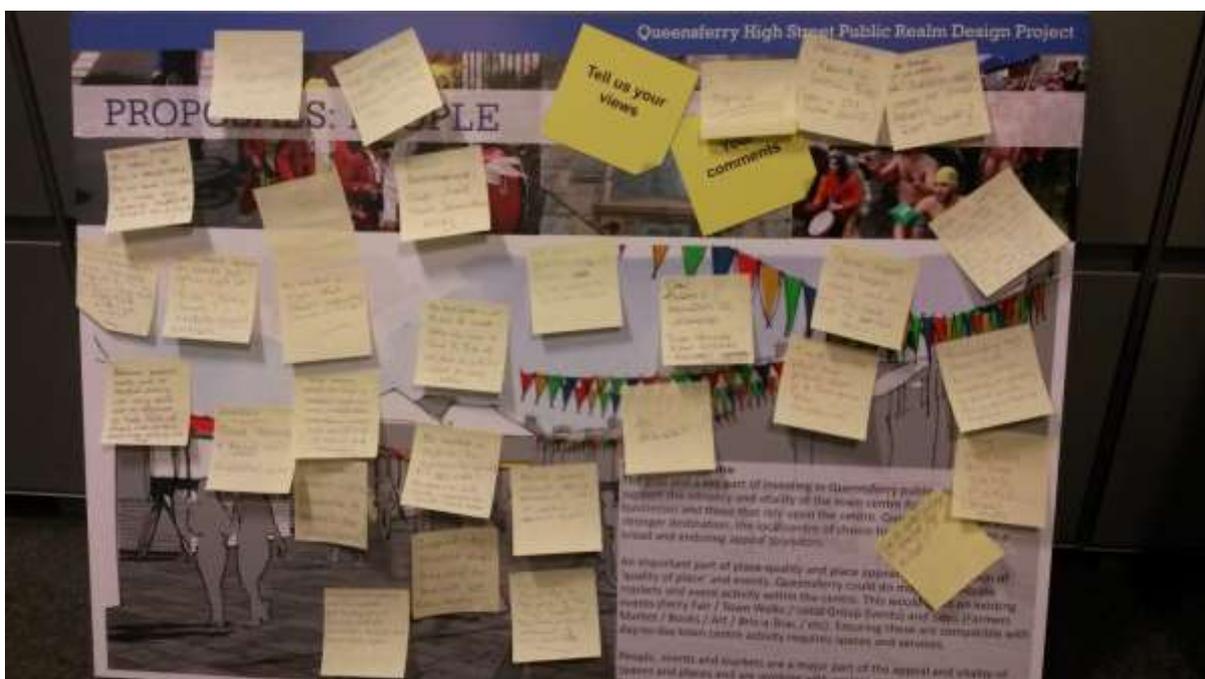
An Interim update summarising the findings of the second event had also been circulated to all contacts and was available on the Community Council Facebook page. All new email responses received continue to be added to the project database to ease promotion of future events.

Following on from the event itself copies of all boards were posted on the QDCC website for a three week period and a link provided to an Online Survey. Survey findings and associated comments have been summarised and are contained in the following text and within Appendix 2.





Full tabulation of the comments received via post-it notes during the event are contained within Appendix 3.



### HIGHLIGHTED FOR CONSIDERATION WHEN MOVING THROUGH THE DETAILED DESIGN STAGES

**Traffic** – One Way Access running from west to east was supported by 79% of online survey respondents. The proposed traffic lights at The Loan/ Hopetoun Road junction received a more split response. A significant number of residents took the time to highlight that a separate pedestrian crossing is already identified within the programmed CEC future works. Agreement from the previous consultations that heavy/ large vehicles will be removed and delivery access restricted to set timeframes.

**Whole Town Impacts** – considerable concerns were again noted regarding potential impacts on the surrounding streets/ wider town and in particular Station Road with its three schools and bus connections. The need for wider consideration and coordinated TROs to limit parking within key streets is essential and an explanation/ assessment of the traffic impacts which are foreseen for the whole town will be required to allow residents to feel they are aware of as many of the factors as

possible. Repeatedly residents are flagging up increased traffic problems since the opening of the Forth Crossing and a need for this to be considered to enable wider support of proposals.

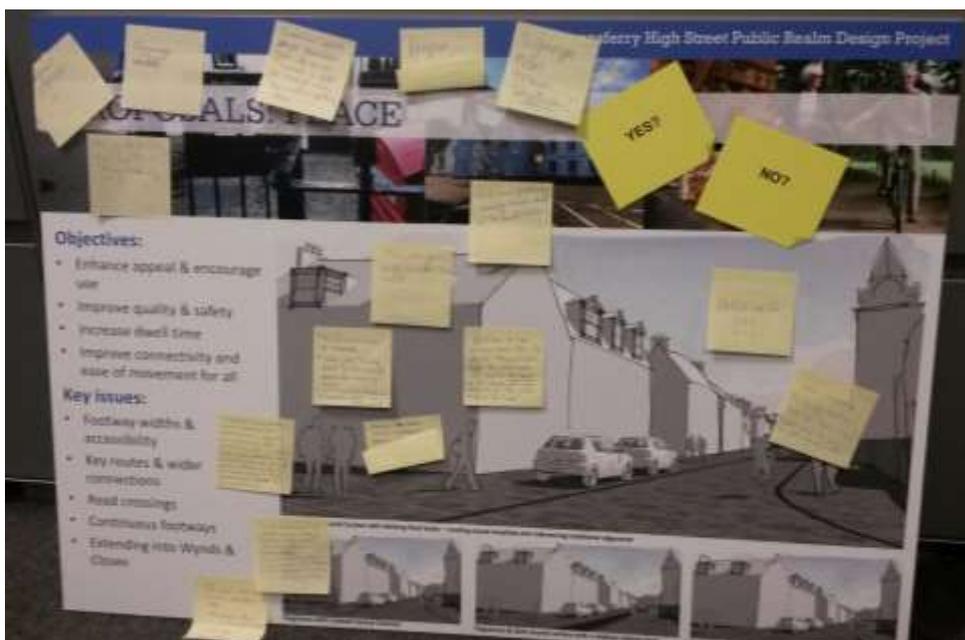
**Shared Space** –encouraging a free flow of pedestrian and cycle access was supported by 60% of online respondents however a significant proportion also noted specific concerns about pedestrian/cycle conflicts and identified a need for cyclists to understand they are secondary to pedestrians. Detailed review of best practice examples will be required to establish issues encountered elsewhere.

**Works to Terraces** – were again highlighted as having significant impact on the impression of the Town’s quality.

**Events** – 85% of online responses were supportive of the continued use of traffic road orders to allow events to take place in the High Street. It must be noted that residents of the High Street were particularly vocal during the consultation about the negative impacts they see a renewed programme of events having on them. Positive suggestions related to how to broaden usage to the wider area incorporating Hawthorn Bank Community Park and Priory Church Gardens for additional events. This discussion was in line with the provided document from the residents meeting which was held by them following from our second drop-in event (included as Appendix 4).

**Parking** – adequate provision for residents was highlighted as necessary as was the need for a wider parking strategy with increased provision outwith the High Street Core, required improvements to the Hawes Pier area and/ or Park & Ride solutions.

**Business & Resident Access** – continued concern regarding access through the duration of works in particular. Businesses feel an acknowledgement of the likely impacts to their turnover is essential.

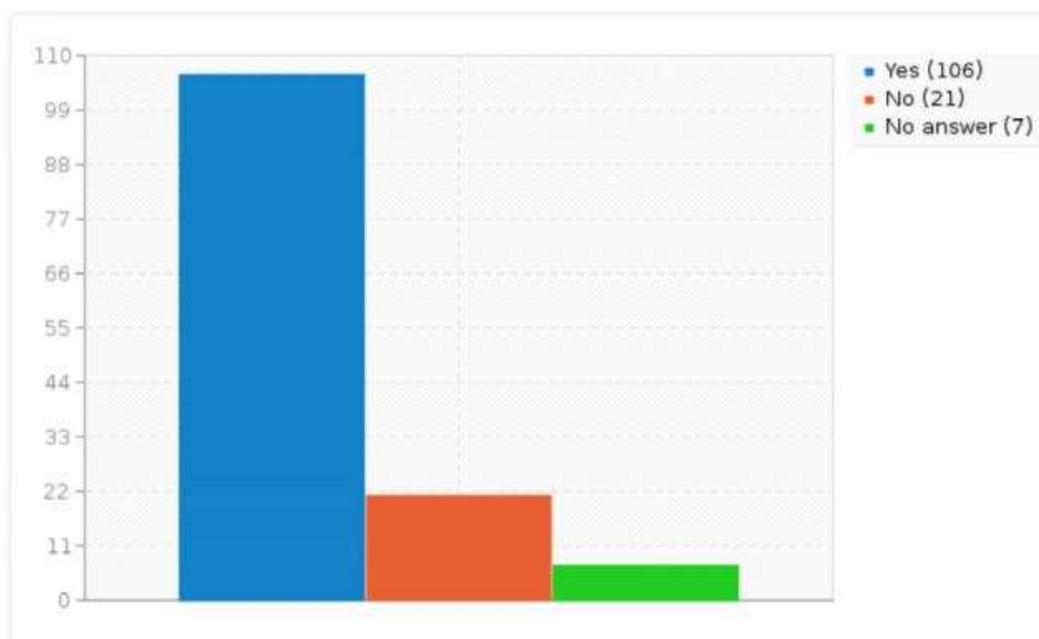


## ONLINE SURVEY SUMMARY

The Online Survey was available from 25<sup>th</sup> September 2018-16<sup>th</sup> July 2018 and comprised 5no Questions. It was completed by a total of 145 respondents.

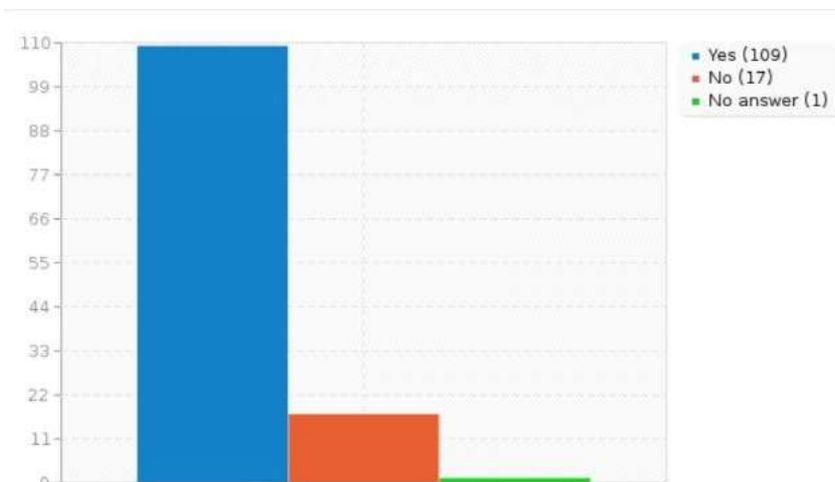
**Q1.** Can you see benefits to safety and reduction in congestion by the introduction of a one way system in Queensferry running from The Loan to Seals Craig?

Yes (Y)	106	79.10%
No (N)	21	15.67%
No answer	7	5.22%



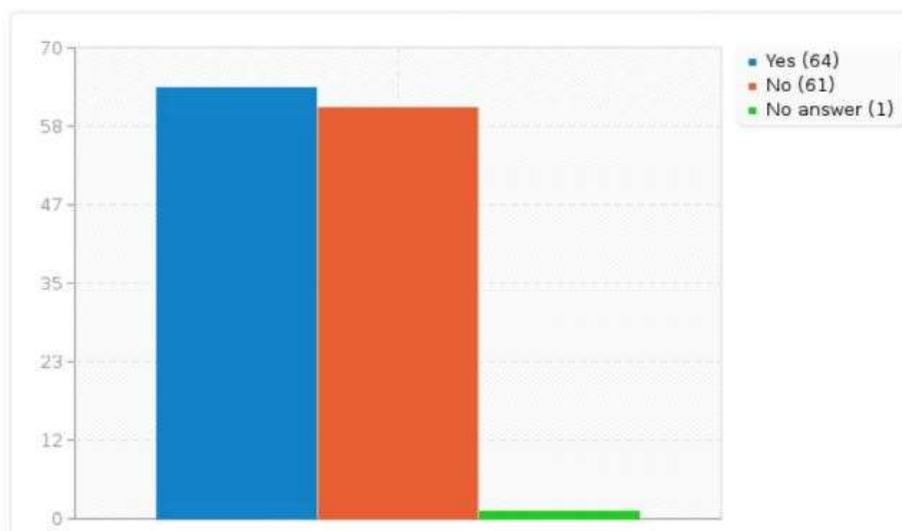
**Q2.** Would you support the continued use of temporary Traffic Road Orders to allow events to take place in the High Street?

Yes (Y)	109	85.83%
No (N)	17	13.39%
No answer	1	0.79%



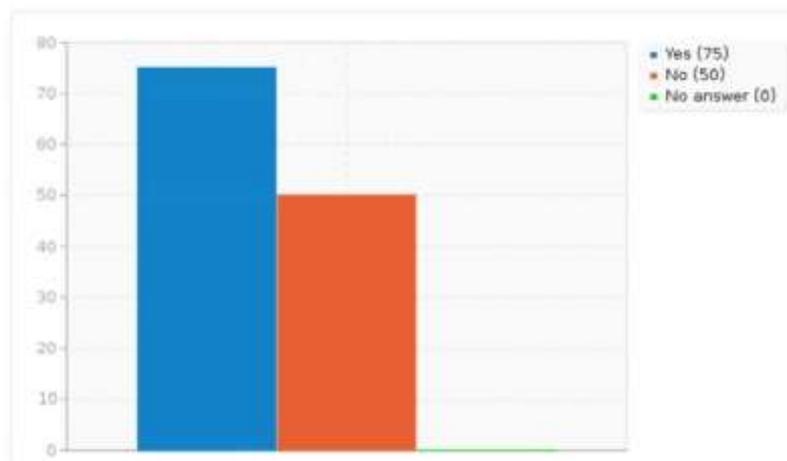
**Q3.** Do you feel the introduction of traffic lights and road narrowing at The Loan/ Hopetoun Road junction will provide benefits to pedestrians and vehicles?

Yes (Y)	64	50.79%
No (N)	61	48.41%
No answer	1	0.79%



**Q4.** Are you supportive of the use of a single level shared surface (either in part only or as a whole) to encourage free flow of access for pedestrians and cyclists?

Yes (Y)	75	60.00%
No (N)	50	40.00%
No answer	0	0.00%



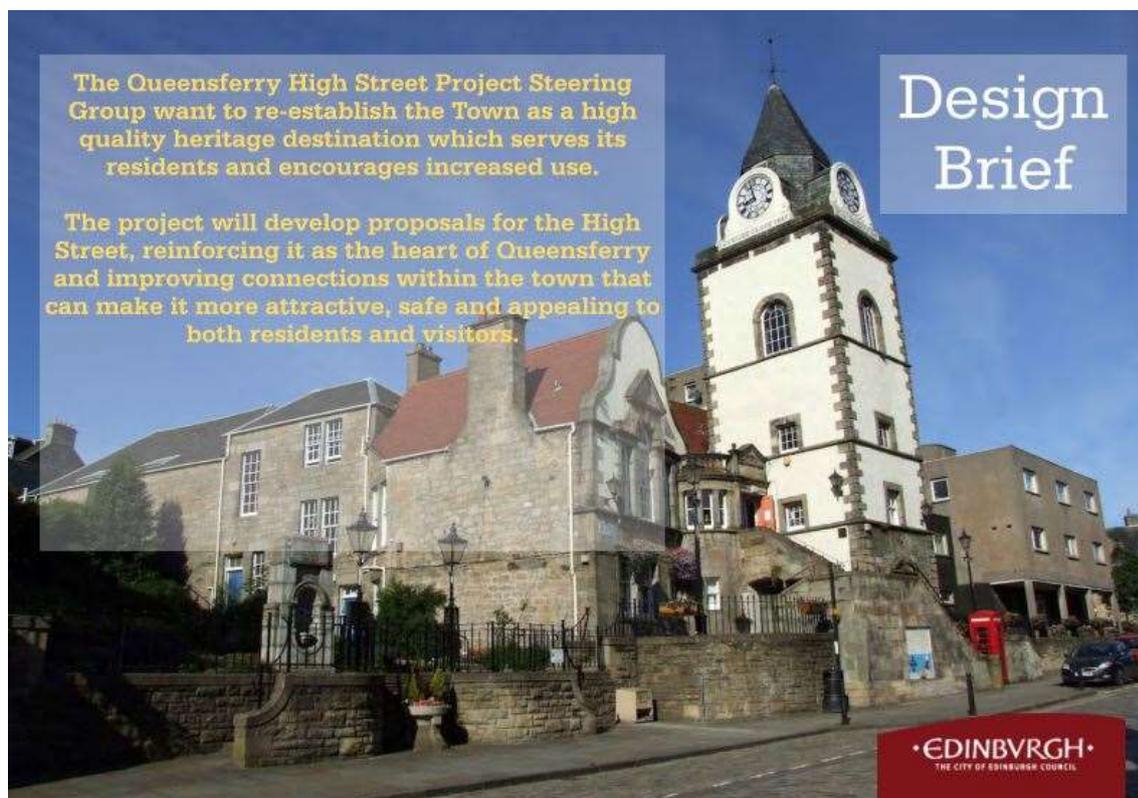
**Q5.** Please provide any further comments in the box below:

Answer	65	55.08%
No answer	53	44.92%

ISSUE RAISED	Yes	No	Comments
Façade Improvements	1		
Shared surfacing	3	2	
Full pedestrianisation	4		
Access for residents, business and disabled only	3		
Remove Coaches/ HGVs	8		
Traffic calming		1	
Connections to/ from the Station upgraded with signage/ wider routes & 43 bus/ Port Edgar opportunities	2		
Enforcement & associated signs	2		
Improved visitor signage with maps	1		
Needs unloading/ loading bays for residents	1		
Reinstate Cobbles		1	
Concern re increased traffic on Station Rd & other streets by one way	18		
One Way traffic	10	3	
Residents parking	2		
Tackle public transport	1		
Tackle pollution/ noise	2		
Extra pedestrian crossing points	3		
Increased parking outwith Town Centre	3		
Works to improve Terraces	1		
Street cleanliness	1		
Wider pavements	2		
Upgrade toilets with level access	2		
Control of signage and preservation of character	1		
Pedestrian crossing/ Traffic lights on the Loan	5	4	Needs to be additional to already proposed pedestrian crossing Lights would be an eyesore
Litter bins for household waste	2		
Farmers markets/ events	6	1	Hawthorn Bank Community Park & Priory Church Grdns rather than on the High Street for new events Only Xmas & Ferry Fair
Reopen access to A90 south at ferry Muir Road	1		
Upgrade Hawes Pier create attractive space	3		
Improved cycle facilities		1	
Concern re cyclists/ pedestrian conflict	6		
Improved access for wheelchairs/ buggies	4		
Traffic Impact Assessment	1		
Cognisance of Shaping the Future of Queensferry report	1		
Stop Cruise liners and fairground	1		



## APPENDIX 1 BOARDS PRESENTED



Queensferry High Street Public Realm Design Project

# WELCOME

Your comments

Tell us your views

### Introduction

Thank you for coming along to this public engagement to help to develop high quality public realm improvements to Queensferry High Street.

The Council has established a Steering Group working with:

- City of Edinburgh Council Departments including Roads, Planning & Environment, Lighting, Economic Development
- Queensferry & District Community Council
- Queensferry Heritage Trust
- Local retailers representative

### Your Involvement

We welcome all comment and observations and ask that you speak to representatives of the Design Team and post your thoughts on post-it notes or comment forms.

The project area covers the historic core of Queensferry and extends as far as Hawes Pier.

**Please visit the Queensferry District Community Council to complete the Online Survey.**



# WHAT YOU TOLD US

## This is the third consultation held to discuss the High Street Public Realm.

### Event 1: Exploring Ideas

18<sup>th</sup> April 2018  
80+ attendees

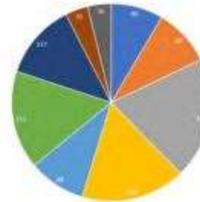
### Event 2: Reviewing Options

25<sup>th</sup> June 2018  
120+ attendees

Supported by an **Online Survey** which had **455 respondents**.

The Top 3 elements considered important for the High Street in a wider sense with regards success.

1. Support for better Shops/ Cafes and shop frontages
2. More Town Centre events/ fairs/ markets
3. Changes to parking/ parking access

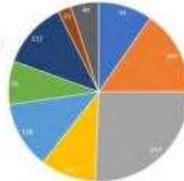


**94.59%** of the public would **support** the reduction through use of Traffic Road Orders of Heavy and Long vehicles within the High Street.

**76.85%** of respondents **supported** the use of natural stone in the High Street.

The Top 3 elements important to creating a successful High Street.

1. Reduced traffic
2. Wider pavements supporting Cafes & Outdoor Seating
3. Space for Events, Markets and local Activity



1. More shops and cafes frontages  
2. Support for better shops/cafes and shop frontages  
3. More town centre events/fairs/markets  
4. Changes to parking/parking access  
5. Reduced traffic  
6. Wider pavements supporting cafes and outdoor seating  
7. Space for events, markets and local activity  
8. Natural stone surfacing  
9. Traffic road orders of heavy and long vehicles within the high street  
10. Improved signage and lighting on connecting routes  
11. Improved signage and lighting on connecting routes  
12. Improved signage and lighting on connecting routes  
13. Improved signage and lighting on connecting routes  
14. Improved signage and lighting on connecting routes  
15. Improved signage and lighting on connecting routes

Of the Traffic Options tabled there was an **almost exactly three way split** in feedback requiring us to think more creatively as to how we move toward a Public Realm proposal that can achieve wider support.

**61.78%** did not want to see the removal of the free parking spaces to the north of the High Street. **65.18%** were keen to see an increased duration of existing Pay & Display parking .



# KEY MESSAGES: EVENTS 1 & 2

**Traffic** – local people want to see the majority of heavy/ large vehicles removed from the High Street.

**Parking** – needs to cater for both residents and businesses. Increased provision outwith the centre and/ or Park & Ride solutions should be explored.

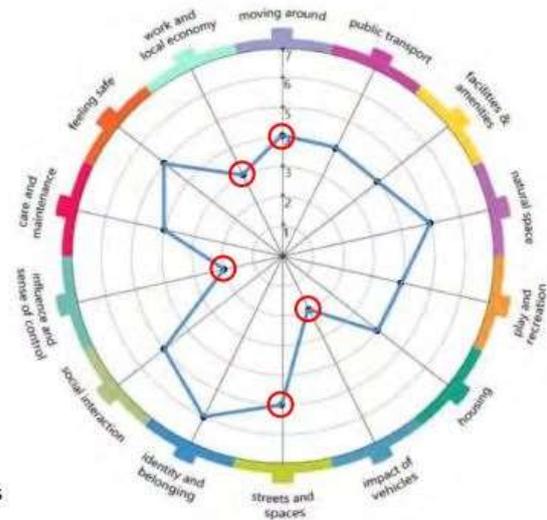
**Connections to/ from the Station** – improvements to signage & lighting on connecting routes was recommended by the community.

**Whole Town Impacts** – considerable concern regarding wider traffic impacts. Requires coordinated TROs to limit parking within key streets.

**Works to Terraces** – have been highlighted as having significant impact on the impression of the quality of the High Street.

**Natural stone surfacing** – was supported.

**Business & Resident Access** – continued concern regarding access and disruption through duration of site works.





**Our approach:**

- Town Centre reflecting the whole town’s needs
- Developing Queensferry’s USP
  - Town Appeal
  - Reasons to visit / use the centre / come into town
  - Extending Profile & Catchments
  - Building footfall / people staying longer
- Key role and importance of business & retail/commercial sector
- Connecting Town Centre Vision – Lifestyles – Businesses – Place
- Appreciating trends and diverse function/needs of Town Centre
- Practical precedents & successful benchmarks

- create a sense of place with an attractive, vibrant and commercially successful town centre
- reduce vehicle movement
- create a safe and attractive cycling environment
- make use of public space for a range of activities
- create spaces that are attractive to residents, businesses , investors and visitors

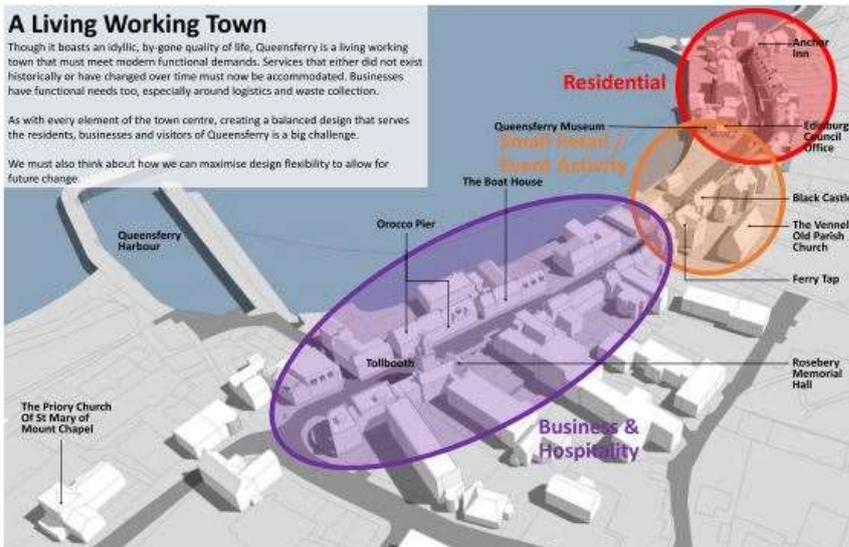


**A Living Working Town**

Though it boasts an idyllic, by-gone quality of life, Queensferry is a living working town that must meet modern functional demands. Services that either did not exist historically or have changed over time must now be accommodated. Businesses have functional needs too, especially around logistics and waste collection.

As with every element of the town centre, creating a balanced design that serves the residents, businesses and visitors of Queensferry is a big challenge.

We must also think about how we can maximise design flexibility to allow for future change.

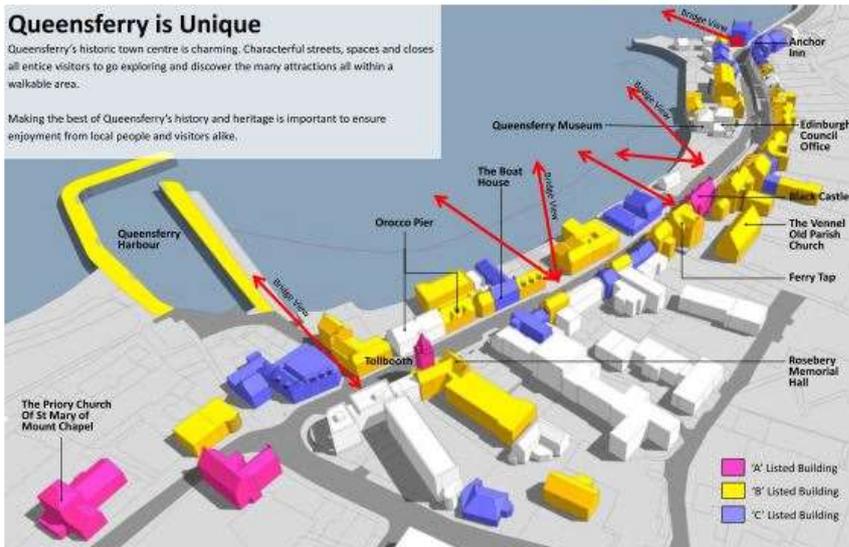




### Queensferry is Unique

Queensferry's historic town centre is charming. Characterful streets, spaces and closes all entice visitors to go exploring and discover the many attractions all within a walkable area.

Making the best of Queensferry's history and heritage is important to ensure enjoyment from local people and visitors alike.



### Designing Sensitive

- A general appreciation of the built form and historic development of the town must be interwoven into the design
- Materials should be in keeping with its Conservation Area status
- Important / landmark buildings must have special consideration for their context, approach and access
- Distinct and historic features should be highlighted by sensitive detailed design
- The enhancement of the historic environment must retain or improve quality of accessibility
- The design should be flexible to allow for events such as markets and seasonal festivals



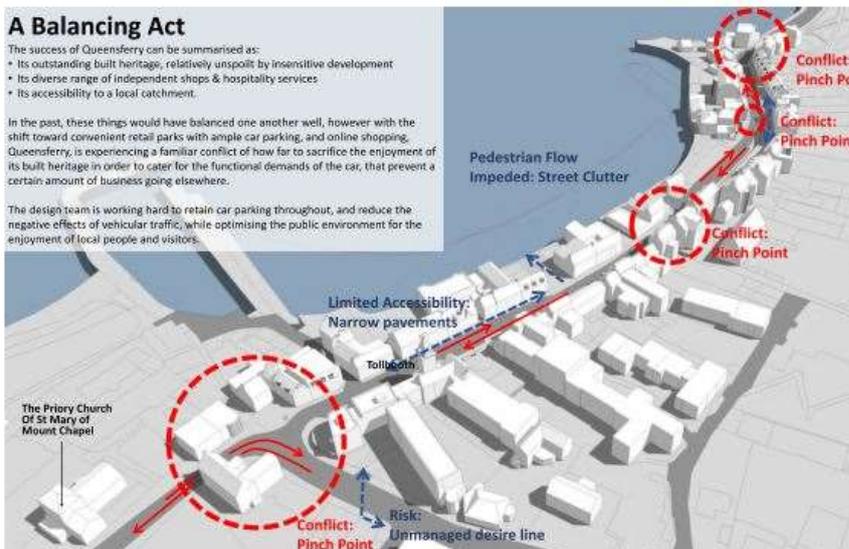
### A Balancing Act

The success of Queensferry can be summarised as:

- Its outstanding built heritage, relatively unspoilt by insensitive development
- Its diverse range of independent shops & hospitality services
- Its accessibility to a local catchment.

In the past, these things would have balanced one another well, however with the shift toward convenient retail parks with ample car parking, and online shopping, Queensferry, is experiencing a familiar conflict of how far to sacrifice the enjoyment of its built heritage in order to cater for the functional demands of the car, that prevent a certain amount of business going elsewhere.

The design team is working hard to retain car parking throughout, and reduce the negative effects of vehicular traffic, while optimising the public environment for the enjoyment of local people and visitors.



### Challenges

- Heavy vehicle use and congestion particularly at weekends
- Traffic flows rely on courteous drivers
- Lack of flexibility for events due to street levels/ kerbs.
- Designing to encourage considerate driver behaviour
- Creating an environment that does not intimidate people walking and cycling
- Catering for the needs of disabled users
- Improving safety and crossing points

Queensferry High Street Public Realm Design Project

## PROPOSALS: MOVEMENT

**Objectives:**

- Support town centre access
- Address business & resident requirements
- Improve accessibility for all users
- Mitigate adverse town centre impacts (noise/air quality/congestion)
- Improve safety

**Key issues:**

- Change system to create one way
- Carriageway width to retain flows during delivery periods
- Signalised junction and crossings at The Loan

What do you think?

Queensferry High Street Public Realm Design Project

## PROPOSALS: PLACE

YES?

NO?

**Objectives:**

- Enhance appeal & encourage use
- Improve quality & safety
- Increase dwell time
- Improve connectivity and ease of movement for all

**Key issues:**

- Footway widths & accessibility
- Key routes & wider connections
- Road crossings
- Continuous footways
- Extending into Wynds & Closes

Natural Stone Shared Surface with defining flush kerbs – creating visual simplicity but referencing traditional alignment

Flagstones with a Settled Central Channel      Flagstones & Setts shared surface with a shallow rollover kerb      Setts with a Low Kerb

Queensferry High Street Public Realm Design Project

# PROPOSALS: PEOPLE

Tell us your views

Your comments

**Vibrant Town Centre**  
 The goal and a key part of investing in Queensferry public realm is to support the vibrancy and vitality of the town centre for residents, businesses and those that rely upon the centre. Queensferry can be a stronger destination, the local centre of choice for residents and with a broad and enduring appeal to visitors.

An important part of place-quality and place appeal is a combination of 'quality of place' and events. Queensferry could do more to celebrate markets and event activity within the centre. This would build on existing events (Ferry Fair / Town Walks / Local Group Events) and sales (Farmers Market / Books / Art / Bric-a-Brac / etc). Ensuring these are compatible with day-to-day town centre activity requires spaces and services.

People, events and markets are a major part of the appeal and vitality of spaces and places and are working with project partners and stakeholders to think about and develop the 'Historic Town' theme for Queensferry.

Queensferry High Street Public Realm Design Project

# THE PROPOSAL

YES?

NO?

**Design Principles**

- Simplicity- respect special place and heritage qualities
- Create spaces and places for people and events
- Support town centre vitality, vibrancy and appeal
- Integrate active travel with safe movement & connectivity
- Promote town centre functions and economic activity
- Adaptable and sustainable (over 50+ yrs)

These principles have been informed by what you have told us and guide the design development process.



Natural stone paving flags and setts will provide the main material palette for Queensferry reflecting the historic setting and conservation values of the town centre. A range of materials including Yorkstone flags, Caithness flags and whin and granite setts have all have been traditionally used in comparable settings.

Materials historically used in new works within the Town Centre include Caithness stone, whin kerbs, and whin setts within road carriageways. Large areas of natural stone setts exist in the High Street. Their condition and the potential for their re-use will be investigated however the re-use and relaying of old setts can be expensive and not always suited to modern loaded road pavements. Natural stone surfacing offers very high build quality, robustness and longevity and full-life cost benefits.

Detailed design and the provision of shallow and dropped kerbs, natural stone drainage channel, conservation area metalwork detailing will all complement the distinctive character and quality of the Conservation Area.



# SHARED SPACE EXAMPLES

Your comments

Tell us your views



Shared space with restricted delivery periods functions in Kirkwall



Shared space is a common approach to historic European cities



Natural Stone Shared Surface with defining flush kerbs – creating visual simplicity but referencing traditional alignment



Kirkross shared space



We are seeking broad community agreement today to the design proposals.

This will enable technical proposals to be developed. Further consultation will be undertaken with specialist access groups, public utilities companies, the Retail Group and the Community Council. Design will be informed by the wider traffic data study undertaken by CEC and could be augmented with a temporary trial of the circulation proposals.

This will be concluded with a consultation on the Final Design Proposals in January 2019.

Thank you for attending and we look forward to seeing you again.

## Next Steps

Please visit the QDCC website to complete the Online Survey



## APPENDIX 2

### RESPONSES TO Q5 ONLINE SURVEY – ANY OTHER COMMENTS?

Q3: install traffic lights at the bottom of the Loan for the sake of the cars coming from the Police Station towards the Loan/High Street. Don't bother narrowing the road.

Cyclists are not considerate to pedestrians. I have found since moving here, these joint paths are dangerous to pedestrians as a lot of cyclists think they have right of way over pedestrians. Cyclists seem to presume that pedestrians can hear them behind them and with traffic flow etc that's not always possible and they never try to alert the pedestrians with a bell. This must be dangerous for people with small children and older generation.

1. No consideration as to route and impact of east to west traffic

2. Pictures of cars sharing the pavement - not acceptable

3. No knowledgeable people at the survey who could answer questions except by saying "don't know"

4. Traffic Scotland is supposed to be doing a full traffic survey, one month after Queensferry Crossing opening, ie now. High Street plans seem completely independent of this survey. A global traffic solution is required.

5. Three months since the last survey and very little progress since. Are consultants paid by the hour? Survey seems to be entirely focussed on traffic with no questions regarding improvement of open spaces. Eg public seating, planting etc

For a short period over the summer 2018 there was a 1 way system along the High Street. It made the High Street seem a safer, less polluted area and a pleasure to walk along.

I doubt the effectiveness of a one-way traffic access to a reduction in vehicles. Much of this traffic at weekends is visitors seeking parking. Will a reduction to one-way reduce the number of vehicles in any way? Also, much of the High Street is too narrow to accommodate wider pavements even with a reduction to one-way. The amount of one-way traffic will likely remain high making road-side space for cafes/businesses unpleasant for visitors. Traffic access should be reduced to local (as in those who live on the High Street), business and blue badge holders only to ensure significant reduction in vehicles between the two ends of the High Street at The Loan and the Miramare restaurant.

It looks as if the plans allow parking on the high street outside the stag/orroco this will negate any benefits for pedestrians.

1. Let there be traffic lights at the foot of the Loan for buses on a blind corner and the few pedestrians who wish to cross there.

This, however, should not replace the proposed pedestrian crossing (see CEC Pedestrian Crossings, Prioritisation List 2017/2018) proposed between Hawthornbank and the The Loan Centre, the towns main retail park. This crossing would directly and sensibly provide a safe pedestrian link between to the Vennel Hall and St. Margaret's Lodge both of which house many community events and the Tom Thumb Nursery and Playgroup.

2. Consider the use of Hawthorn Bank Community Park and the Priory Church Garden/Binks grassy area for incoming markets, events and other commercial activity. Reserving the High Street for genuine local community activity such as the Ferry Fair and Christmas in Queensferry.

3. If there is to be a one way street from West to East then the pavement from the East Port by the Miramare Restaurant could be widened on the North side up to the entrance to the Esplanade car park. There could also be an increase in car parking on the Southern side below Maclver's Brae.

4. Take cognisance of the "Shaping the Future of Queensferry" report arising out of the West End Charrette exercise in 2014 which involved many Queensferry residents and raised expectations. This report in no way conflicts with the current High Street project, in many ways it enhances it. It points up both the economic potential of the West End and its essential social and cultural connections to the High Street.

I believe the proposal does not go far enough, i would back the complete banning of all traffic from the High Street

Stop the cruise liners from docking under the bridges as the tour buses and taxis for the passengers only create chaos. Also if all this money is being spent on upgrading of the roads and pavements etc then it would be stupid to continue allowing the fairground to park at Hawes Pier during Ferry Fair due to the damage that the lorries and mobile homes cause to the road and pavement surfaces. Some of the artist's impression drawings are a bit misleading and causing confusion and unnecessary concern. Maybe clarify that they are indicative examples as opposed to proposed changes. Expanding on my answers ...

Q1 benefits of one-way system to safety and reduction in congestion: answer is yes / but be aware there are no benefits, and only added complications, if you are a resident in the High Street and if you are unloading (children/luggage/shopping) and you can't find a parking space and then have to head East and go round in a loop if you can't park near where you live? Also major concern about volume of traffic routed along Station Road? Could there be unloading places? There are B&Bs in the High Street, young families (babies, buggies) wheelchair users

Q2 I answered yes, but only for Ferry Fair and Christmas events - please NO markets, experience showed they just added significantly to congestion

Q3 yes to traffic lights and narrowing at foot of Loan, but pedestrian crossing is needed between Scotmid and Hawthorn Bank - especially if volume of traffic increased down the Loan if part of the one-way loop?

Q4 - resounding yes

I would support pedestrianization of the high street (access for deliveries and residents with permits perhaps) this would create an open space, better experience than being forced to cling to a narrow pavement and continuously watching for cars

Narrowing bottom of loan not an option. Buses struggle to turn at this corner already. Traffic flow elsewhere needs to be considered along with any one way system. Markets cause congestion and have no obvious benefit to local trade. Unfortunately there is a limit to what can be achieved due to the physical constraints of the existing buildings etc. Widening pavements would work in some areas, along with a one way system, but provision for outdoor cafe/seating isn't worth pursuing. It only works at Orocco Pier where the area is under cover, and behind the building line. Edinburgh council discourages advertising boards on pavements to keep them clear for visually impaired, wheelchairs, buggies etc. Tables and chairs would cause a similar obstruction.

The high street needs to be accessible to all, pavements should be widened at least on one side and the coddles need removed and replaced with an easier to maintain road surface ie tarmac

I fully support High street becoming one way. Something far more imaginative needs to be done with car parking area on the front. This is a world heritage site, one of the most iconic views in Scotland and yet it is like a ferry terminal car park

Shared spaces, in theory, are great but they depend on responsible use by all (sometimes not adhered to e.g. cyclists weaving in and out of cars, pedestrians etc). Also in areas where shared spaces are being used, disabled and visually impaired pedestrians are finding the surface/colour/defined areas(not dropped kerbs but marked lines) difficult to see or use safely.

One way on the High Street means one way down Station Road. Station Road is a nightmare at school drop off and pick up but can also be challenging from leaving the Loan to Station Road park due to limited pull in places (in between parked cars) and the blind bend. The parked cars outside St Margaret's can also create a long wait as they effectively reduce the road to one lane.

This is without an imposed one way system.

Room for on street cafes& markets, safety of pedestrians, disabled parking facilities, improved toilet facilities- all should be considered

These proposals will greatly enhance Queensferry High St and make it much more attractive to both residents and visitors. Such a great location deserves this. Well done and thank you to the designers for all their hard work on this.

Thank you.

Obviously creating a one way system along the High street would result in traffic increase along Station road - the only other artery through the town. In supporting a one way system it would also be vital to assess the impact on Station Road as well as creating a new approach to the flow of traffic along

## Station Road.

Be delighted if there were permanent places along the High street for market stalls and with a free single direction traffic flow along with it should allow for a regular feature of the town.

A considerable investment was made some years ago in submerged fixings in the parking area opposite the Manna House Baker - it would be good to ensure that they were utilised in the new scheme.

Sunday markets similar to Stockbridge market would be great for the community / local businesses and tourists coming to south queensferry

I fully support the provision of traffic restrictions and regulated traffic flow through the town centre. And the provision of increased pedestrian spaces. However the proposals only focus upon the town centre and any alteration to access along the High Street will increase traffic flow along Station Road which currently suffers from a bottleneck at on the stretch of Station Road between Ashburnham Loan and Bankhead Grove where the road is restricted to single carriageway. Burgess Road is also another bottle neck. There are three schools local to Station Road/Burgess Road, and these streets are used by the local bus service, and school buses. I have yet to see a proposal which adequately addresses how these streets are to be affected and what plans to be done.

One of the biggest problems residents of the High St face is the continual noise pollution from motorbikes. Please can these be encouraged to go elsewhere.

I don't feel I can support any proposals until we have reliable and up to date information from CEC outlining their proposals to mitigate traffic impact on Station Road and other surrounding roads prior to implementation of any High Street refurbishment plans.

I think the one way will be a big help. Traffic always clogs up on the High Street. I am a bit concerned about what happens to Station Road but we can't let that hold back development of the High Street.

Urgent upgrade of the public toilets at the Hawes Pier and further along the High Street

Definitely support one way system and wider pavements.

Excellent proposals.

I would favour flush paving with a central channel, it definitely reinforces pedestrian priority.

Not sure that British drivers understand the shared access idea ... that was meant to happen with the last high st redesign and it is a free for all with traffic driving way too fast, paying little heed to pedestrians and vehicles parking on pavements.

Will the high st be clogged up with parked cars as per your illustrations?

Not sure about the idea of more cafe seating outside either as that is taking space from the public realm and get in the way of people moving around especially with buggies or wheelchairs. Also noise aspect and litter.

Are you going to keep the street clean as it can look very grubby at times? After Ferry Fair the terraces are shocking and are still in a dirty state.

The terraces are private property but yes they do need attention.

What about the location of bins for household waste?

What about parking for once in awhile personal events such as removal vans or big deliveries. I take it access for emergency vehicles has been thought about.

Have strong concerns about how making the high street one way will move traffic to Station Road, a location with three schools....

I would support the total removal of traffic from the high Street on a permanent basis. cyclists I feel have more than enough access in South Queensferry as is.

If one-way option selected then I would be concerned about moving larger volumes of traffic to roads which pass schools and other residential areas. Consideration to the impact on other areas of Queensferry, e.g. Station road and Bo'ness road must be made properly.

I agree with all of these proposals however I feel the overall look of the high street is being ignored. Painting, maintenance, tidiness, plants/flowers should all be considered. Could some kind of biking painting initiative be established? I appreciate you can make someone paint their building but it can be encouraged through initiatives. Tourists will only visit if the street looks picturesque.

I think the High Street should be closed to all through traffic, particularly buses, which should be restricted to the area to the west of the Hawes Pier. A barrier half-way along the car park near the museum would allow cars to turn, and give necessary local access.

Car park locations must be added to attract big locals and out of town tourists. This is especially important during the summer months when cruise passengers arrive and buses are positioned in the Hawes car park to take them to Edinburgh.

As Port Edgar commercial facilities expand, there needs to be better advertising of the modern shopping and restaurants which will be available there. The High Street study should consider any changes and their impact on vehicle and pedestrian traffic to access Port Edgar.

While High Street traffic is being considered in this study, the inability for passenger vehicles to use the Forth Road Bridge slip road onto A90 toward Edinburgh is still the main cause for most vehicular congestion throughout Queensferry. Suggest this road re-opens first with follow-on traffic studies of Queensferry to best determine recommended changes to high street traffic patterns.

Do we know why people drive through the high street? Is it just to drive thru have a look? Is it locals getting access to Queensferry.

Extreme lack of suitable parking leads to more cars driving through. If you make the road one way will there be enough parking for people to find a space and walk up the high street?

Really concerned about how traffic flow in Station Road will be affected by a one way system in the high street. This residential road surely cannot cope with this, it's bad enough already. Further traffic control measures would be required eg lights or a roundabout at the bankhead road/ station road junction (plus the other end at the loan junction). Are you even thinking about the consequences of a one way system?

Ps I'm not a Station road resident

Collection Bins are unsightly in historic village setting ! They could be hidden or appropriate cladding made . Bin collection should be early morning or late evening to avoid disruption to shoppers and visitors

Cyclists need to stick to the road in this area, there are lots of children and disabled people who need the pavements without having to deal with a fast cyclist.

Tarmac please. The cobbles before were badly laid and dangerous. If a job cannot be done properly, don't do it. I have little faith that the work will be any better than previously. Get rid of the stupid pinch points. I work right next to one on the high street and the congestion, swearing and squabbling I see is ridiculous.

I fully support the High Street being a one way system. As a resident who lives directly on the High Street, I have witnessed numerous arguments/tooting/accidents caused by current road use. I also support the High Street being closed to traffic on occasions to allow market stalls/events to take place. I think the idea to have traffic lights at the junction from loan to High Street is a good idea - currently some drivers go far too fast around the corner, so traffic lights should help with safety. I also agree with the idea of allowing pedestrians a clear path on both sides of the road as this will help with safety. Too many people take chances crossing at the moment.

Summing up, I'm very impressed so far with the ideas being set out by the team making the decisions-keep up the good work!

P.S. please keep free parking for residents/visitors as this is so important. Otherwise I may not get many friends paying to visit me.

Traffic lights would be a complete eyesore at the junction of the Loan. Possible position for lights is further up the loan just below Scotmid junction and at the police station. These could be sensitive to traffic flow on the high street.

There are already too many signs up everywhere with no control on the style of signs to preserve the village status.

HGV and coaches should not be allowed through the village. Small delivery vans work in Europe's quaint villages.

Sorry but I feel any extra accommodation for cyclists is unnecessary, for commuters there is a cycle path into Edinburgh already, they can use the road or dismount on the high street. There is too much congestion in total within Queensferry to start a one way system. Repair the road and restrict large and heavy vehicles with time limit/restrictions for delivery vans.

Change is overdue and now essential for residents and visitors alike.

Free flow access to pedestrians is perfectly accessible, however it is not for cyclists, they should be subject to the same rules and regs as vehicle drivers. One way system from west to east is ideal.

Problem 1: Too many people want to park at Dalmeny Station, many of them locals.

Problem 2: There is NO public transport to the Hawes Pier area.

Problem 3: There is no integrated public transport in Queensferry so locals and visitors use their cars.

A lot of traffic/parking problems would be significantly reduced by having a local loop 10 minutes bus serving: Hawes Pier - Dalmeny Station - Scotstoun - Echline - High Street.

I see by the comments that there is limited access for HGV for deliveries but I hope you are putting a total ban on coaches driving through the high street.

Only problem with the High St being one way, is traffic would then use station rd as the opposite route, and that would mean increased traffic passing 3 schools.

Queensferry High Street would benefit massively from being made safer for pedestrians. In particular, there needs to be a pedestrian crossing at the bottom of the loan, where it meets the High St and Hopetoun Road, as crossing here is very dangerous (you can't see round the corner to see if cars are coming). I think the high street could become an amazing tourist attraction if it was completely pedestrianised, but perhaps more parking would be needed at either end.

Accidents caused by drivers driving carelessly and at speed around the corner outside the Anchor Bar have occurred in the past, at times of the night when the streets were free of most traffic; i.e. when drivers have not expected on-coming traffic.

My view is:

a one-way system will facilitate even more drivers speeding along the High Street; particularly at times such as between 7.30 - 9.00 am. Given the reality that many drivers are in a hurry when they are driving down the Loan or along the High Street and there is no enforcement of speed restriction notices already in place, I envisage that the removal of the possibility of on-coming traffic will give drivers free rein to put their foot down on their accelerators..... There needs to be a sensible level of enforcement of speed restrictions, parking restrictions etc.

In addition, a much higher police presence is required in the community particularly on Friday and Saturday around the closing times of the pubs. In my experience drunken brawls are not infrequent outside the Anchor Bar - the last one being two nights ago, If there are higher numbers of people attracted to the town it needs to be a safe environment for everyone to enjoy. I'd rather not feel confined to my home because I am afraid to venture out after dark. Surely the answer is either cameras or police?

The ideal solution would be a weight limit, say around 7 or 8 tons to close the road off to heavy vehicles, including tour coaches. A one-way system would be helpful, but it would put extra traffic onto Station Road, which has three schools along its length.

South Queensferry has too many narrow streets to make any one of them one way. Both station road, and Rosebery Avenue are residential streets, and I am unsure the residents want big buses going down either of these streets. It would also have a knock on effect for people living in the terraces too as

the loan would then become far more congested. Surely there is a better and more efficient way the council can find to sort this particular problem?

One way traffic with nose in parking would maximise traffic flow and parking. Traffic lights would cause congestion and restrict traffic flow down the loan. A zebra crossing around the phone box/Stag Hotel would allow safe crossing. Similar at the museum would aid pedestrians too. Both points are at pavements ends on one side.

Any improvements MUST include removal of all tour buses and HGVs from the High Street  
Having seen similar systems introduced in other towns it just does not seem to work.

Having a one way west to east system makes sense. If you stop all traffic then businesses suffer. People must accept small coastal villages rely on passing footfall and with few parking facilities, and older visitors what do you do.

When the cruises ships come in we have our parking facilities reduced to nothing, even the disabled parking is taken away, think of the local trade first, they are the regular trade that the shops and cafes rely on. As far as cyclists are concerned they are just a hazard we have to try to avoid, no place in small towns, but THEY SEEM to think they have priority!!!!!! NO Tax, No number plates, No insurance.....we pay for the roads not them.

Time to get priorities sorted out.

1. A one-way traffic flow requires the use of another road, almost certainly Station Road, to take the traffic flowing in the other direction. This will increase the amount of traffic on this road substantially. In addition, Station Road already suffers from serious congestion at times, due to both school traffic parking at St. Margaret's Primary and commuter traffic trying to access Dalmeny railway station.

2. Shared space for motor vehicles, bicycles and pedestrians can be dangerous, as only the motor vehicles will actually be forced to follow road use legislation/Highway Code. Pedestrians and cyclists will then compete for space. Elderly or disabled pedestrians will be at risk from cyclists. Vehicles and pedestrians should be kept apart, with clearly-defined zones.

3. Traffic lights at the north end of The Loan are not necessary - instead put in a pedestrian crossing closer to Scotmid

This has been a very difficult project to take account of many factors and opinions. What is being currently proposed makes good sense for all who use the SQ High Street.

Many properties open doors straight into the High Street and therefore a single level surface could be dangerous to home owners and pedestrians . There needs to be traffic calming measures on the High Street to stop the boy racers and copious motorbikes. Tour buses and heavy good vehicles need to be banned with specific times for delivery vehicles to service business.

Noise and air pollution is a major issue it is a missed opportunity if motorbikes are not restricted . Many weekend rallies are held by motorbike enthusiasts.

The car park from sealcraig to the Hawes should be used for events and processions and in town parking reserved for residents parking.

Traffic lights at the Loan / Hoptoun Road will cause queues and congestion at Scotmid and The Binjs.

The area behind the High Street ie the West Terrace and near the Masonic Lodge should be turned to resident parking permit only . All these changes need careful planning as the one way system could cause major issues along Station Road especially the mini roundabout at Dalmeny Station.

In broad terms I am supportive of the proposals for reducing and restricting traffic on the High Street. I am not convinced that making the High street one way is the best possible solution, but do think that a shared surface approach would work well. However, changes to vehicle movement in the High street have to form part of wider proposals around Queensferry following a full traffic movement analysis that assesses the impact of combined proposals upon the whole town. The impact on Station Road of making the High Street one way must be assessed in detail and the findings presented to the community, and the designs reassessed, and if necessary changed in the context of the findings.

In addition to a one way system I would like to see ALL HGVs, including buses and delivery trucks, banned from the High Street. Such a ban will mean that any improvements to the street will last longer. Most suppliers provide delivery in Transit van sized vehicles!

The High Street is currently unworkable because of the Council continually narrowing the road over the years. When the High Street was a normal two way tarmac road, before it was decided to make Queensferry into a quaint little tourist village and the sets were put down, there was none of the congestion that happens at present. The High Street should be closed to HGVs (other than for deliveries at set times) and tourist buses and coaches which would remove a lot of the congestion (it is surely better for the economy of the High St that tourist buses decant visitors at the Esplanade and make them walk back). It is ridiculous that the residents of Station Road, which also contains three schools, should have to suffer as a consequence of trying to make the High Street a one way system. Put back the High St to two full lanes and have a pelican crossing at the Anchor and the old Clydesdale for pedestrians. There is also no point in having the sets and not maintaining them, the current road surface is a complete disgrace.

Please look at other sites eg Hawthorn Bank Garden, Priory Church grounds, Binks Grassy area for potential markets/events with exception of local community events eg Ferry Fair and Christmas in Queensferry. Also take into account the charettes report on potential development to the west of the High Street

I think putting the high street back to how it was would be more beneficial and not the cobbles and narrowing of certain parts. I lived on the high street for 27 years and my mother still does so she's loved there for 40 years and I just feel a lot of people comment who haven't had to deal with the traffic and issues on a regular daily basis. There were never these problems when it wasn't cobbled and yes I get it looks pretty but it isn't practical at all especially when there is a larger volume of traffic and a lot of coaches. I feel the residents of the high street always get overlooked and it affects them more. Thanks

## APPENDIX 3 RECORD OF ALL POST IT NOTES

3 – What you told us
Needs wider consideration:
<ul style="list-style-type: none"> <li>• Port Edgar</li> <li>• Dalmeny Estate</li> <li>• Hopetoun events</li> <li>• Station</li> <li>• Liners</li> </ul>
Wider pavements for café and seating? How would that work with shared pavements/ parking and deliveries? There is a limit to the available width.
Park and ride system.
We are not
Works always cause disruption, but benefits are worth it in the long run.
Be an exemplar in place making design and heritage with the right mix of events.
“Support for better businesses” etc implies we are getting financial help during the redevelopment?

6 – Queensferry People
In order to reconsider safety of schools when consider one-way:
<ul style="list-style-type: none"> <li>• could it be weekends only when schools are closed?</li> <li>• could be all week during school holidays</li> </ul>
What provisions are made for a park and ride or shuttle bus?
Can we try experimental one-way for 12 months?
Marked pedestrian way from station. Park and walk from bridge plaza.
Business won't survive experiments.
To manage peak only. Sunny weekends mainly.
Current parking for residents is a disaster – needs solution.
No Markets.
Park and ride from Tesco?
Bridge parking area – accessed from rear of service station.

## 7 – Queensferry Place

Art trail from station to High Street.

Get utility companies to repair cobbles and remove black tar.

More parking in Hawthorn Bank.

Using a park & ride system with small minibus type vehicles would benefit visitors and residents alike. What research has been done of possibility of this?

Make Queensferry green. Electric charge points, recycling bins, no plastic cups. Electric vehicles coachparking

Signage.

Why is half of Queensferry Boat Club premises listed and half not?

Put any markets in area near harbour.

Re landscape current set up.

Stacking of coaches at bridge for Ferry Fair worked well – could be done every visit.

## 8 – Queensferry Movement

No buses, No coaches, No tour parties DRIVING through the High Street. Provision for Park and Ride.

No buses.

No buses.

No buses in the High Street

One-way system would cause pinch points. Two-way Hawes Brae to 3 bridges.

Consider priority sign at pinch points.

Please take hedge off the car park at Rose Lane and design it better so people enjoy looking at bridges – preferably flat and grass.

Do not deter tourists from coming to South Queensferry – tour buses MUST COME HERE!

Park and ride system.

Electric cars – charge points?? We need to see these in your plans.

No to coaches and heavy vehicles except for deliveries.

Be forward thinking. Create an exciting future.

Still considered with provision of parking and safe access for disabled.

Street markets do not bring “income” to the town.

No buses, lorries and noisy motorbikes.
Has anyone taken into account how many residents need access to these roads within all new building going ahead.
Utilise the Old Road Bridge toll area. Amazing space for hub and parking.
Stone re-surfacing “cobblestones”. Anticipated lifespan? Weight restrictions recommended?
Consider Park and Ride for visitors. Restrict buses/ lorries/ no’s motorbikes – very noisy.
Expand Binks car park.
Provisions for cyclists – safe and secure parking?
Pinch point by old bank premises makes it hard to get in and out of disabled bays.
Have you tried to add parking or reduce cars/ provide alternative?
No tour buses along High Street.
Traffic lights will never work at foot of Loan.
Not where blocks occur (the Loan bend)!! Mainly caused at two most easterly pinch points being close together and blind.
Remove the road narrowings.
Yes. Blocking off main car park during cruise liner visits is unnecessary and absurd.
A cruise ship visit prohibits the use of 67 parking bays. Those cars park anywhere they can <i>IF</i> they can
No to coaches.
During Ferry Fair the coaches X99 for cruise ships stacked up away from centre and came one-way W-E along High Street seemed to work well.

## 9 – Proposals Movement

No tourist buses.
The High Street needs footfall – do not pedestrianise.
Whose idea is markets/ events – NO!
One-way traffic good idea but improve parking at the same time.
One-way east bound would lead to west bound using Station Road/ Blagess Road.
Markets are a good idea <u>HOWEVER</u> you need to be considerate about what is on the stalls – e.g. don’t put a burger stand outside a restaurant, don’t put a jewellery stall outside a gift shop etc.
Definitely <u>NO</u> markets.
One-way system will move traffic to Station Road which (with the new school) will mean trouble.

Use school playgrounds for weekend parking.
Cyclist's path is not appropriate – let them dismount and enjoy the space.
Please do not pedestrianise the High Street.
Traffic flow for Queensferry should be looked at as a whole – one-way will just crease a problem elsewhere.
No buses or heavy-duty vehicles on the High Street.
Encourage the use of Hawthorne Bank Garden for events.
Park and ride with electric shuttle bus.
Is the space outside the Queen's Head and beside Roseberry Hall fully utilised?
Parking permits for residents.
Parking under rail bridge up Jacobs ladder steps could help weekend visitors and commuters parking for station during the week.
No to traffic lights.
If one-way eastbound mean extra traffic on road to station? Is so, remember that there are <u>3 schools</u> on that road – children deserve your consideration too!
I like the two-way provision for cyclists. Also I like restricting access for HGVs at times of day.
One-way an extreme solution without trying other less invasive methods.
One-way traffic great for High Street. However, this will set up additional traffic in road higher up (Station Road>) which needs to be catered for. Currently Station Road at Station Cottages is too narrow to allow additional traffic. I worry about increased traffic at school.
No buses.
One-way system worked well during the 3 days in August.
One-way works well. Park and ride for visiting public.
Improving parking at Binks.

## 10 – Proposals Place

Flush kerbs would certainly be helpful for visually impaired people and seem more adaptable for different road yes.
Proper signage.
Still have parking during cruise ship = dwell time.
Shared space.
Financial support for businesses from Edinburgh Council to help get through when the works getting done.

I feel there should be some protection for pedestrians, e.g. the bollards that we currently have. I predict that small delivery vans (Amazon etc) will double park and force traffic to overtake them and this needs to be kept off the pavements.
Shared space is an excellent idea. Outside Peth concert hall – Kinross – it works.
Signage from train station!
This will force buggies onto the road.
Signage needed.
Parking!!!
Not mentioned parking solution (not sure there is one). Don't want to pay to park at my house.
In my experience you need to make it <u>very</u> clear to all users who has priority in shared access. Visitor to town for example need to be able to relax and let children wander.
Is there a way of avoiding the use of yellow lines? Note the last lines were painted by hand as the normal ones were judged to be too wide and spoiled the "look".
The pavements should be retained. One-way traffic east bound worked very well when in force. Unfortunately knocked on detrimental effect on Station Road.
? – can read this post it at all!!!!!! – have highlighted with pink question mark.

## 11 – Proposals People

Balance resident needs and no identified parking with using space next to registrars for trade stalls – if attract more footfall need more parking not less.
Market – tried and tested and <u>failed</u> on suggested site.
No markets in High Street should elsewhere Hawes or Banks?
The town centre is not the place markets. Utilise other areas – the Hawes, the Binks etc. and please no conflict of interest to existing retailers.
market events are great – need to improve parking and make them work.
During redevelopment shops should have business rates holiday.
Town centre events/ markets etc make life more difficult for those living on High Street/. Edinburgh Road. This point must be <u>considered</u> .
Yes, create space for events but not in High Street. Binks? Priory Church? Markets <u>caused</u> blockages.
Previous attempts at markets on High Street car park space did not look successful – is there any financial feedback – reports in bid etc?
No markets in High Street.
We have much improved shops now – we need to support them.

Can terrace railings be upgraded? Over-arching plan design – resident contribution?
Using fee parking slots for market previously was a nightmare for residents. Please don't have this again.
No markets etc – THEY DON'T WORK!
Put markets/ fairs etc to the rear of the High Street – do not restrict movement of local inhabitants.
Support the current shops – they need the business <u>not</u> taken away.
If you want a market – go to promenade <u>or</u> Hawthorne Bank walled garden!
Previous markets reduced parking availability, with no obvious community benefit.
Using parking spaces to host a market (ensuring more visitors) seems unsuitable – where else can we host a market, e.g. Hawthornebank Garden?
<u>No</u> market on High Street. This has been tried and did <u>not</u> work!! Markets okay, but venue – promenade would work better.
Queensferry High Street needs two-way traffic, controlled, at present by pinch points. The surface must be improved.
Only one-way at peak times please.
Car park at Newhalls or Burgess Park – look at other areas – Port Edgar?
High Street needs two-way traffic to suit many needs. Makes passing clear to all motorists. Many problems can be uncourteous drivers. If one-way would reduce problems but don't want people to put off coming. Visitors can have many choices.
Park & Ride – electric small buses (seed in Old Quarter Hanoi).
Please support shop keepers during road works – we don't want to lose them!
Signage.
As required.
Event can take place, but priority should go to local events – RNLI, Ferry Fair etc.
Can the metal railing be repaired/ upgraded?

## 12 – Proposal

Try signs first “Narrow Street be cautious”.
Can we have rent a bike please?
Are you going tom be specific about the size of delivery vehicle? If so will this result in more “vans” delivering every day out of these times?
One-way an extreme solution - worth trying less invasive methods first.
Would a zebra crossing (no lights) be as effective? Force people to be nice.

Adopt East Terrace 0 lots of room for market. Leave parking alone.

Yes – One-way (peak periods). Can we do experimental for a period?

Not sure signals are necessary or look good.

More cycle racks including potentially rent a bike options – good for tourists.

### 13 – Proposal

Disabled parking needs to be made available after 5.30pm. People want to come to cafes/ restaurants and events in the evening.

What about links to:

- Port Edgar
- Station
- Cycle path

Continuous pathway on Loan – good idea.

Proper signage!

I am relieved that the existing central free parking is to be retained.

Consider the provision of kerbside parking along the south side of Edinburgh Road if one-way system from High Street.

Traffic lights at priory good idea.

“One-way” system delivery periods before 9.00am.

Is there anything to be done about Rose Lane car park please? It needs done please.

Disabled car constantly parking on double yellow (which they can) – if so do we need to sacrifice a space?

Are more cafes really needed? Also, outdoor seating (not all summers are like this one)!

I like it as long as existing parking provision is maintained and additional traffic flow in other areas of SQ is catered for.

### 14 – Materials

All look good.

Vehicular access to harbour essential for boat users as some are elderly/ disabled.

## APPENDIX 4

### SUBMISSION FROM RESIDENTS

## Queensferry High Street Upgrade - Submission from residents

### Summary of essential recommendations

- To design a pedestrian friendly street with the aim of creating an environmentally wholesome public space, pollution free, through the restriction of traffic volume and movement.
- The use of construction materials that are sympathetic to the heritage nature of the town.
- Traffic restrictions to include weight limits on vehicles and the prohibition of tourist buses.
- Restricted hours and designated parking areas for large commercial delivery vehicles.
- Access and short stay parking for parcel delivery and utility maintenance vehicles
- Shared parking throughout the High Street and kerbside on Edinburgh Road. Failing this 24 hour parking restricted to residents, overnight visitors and disabled drivers.
- Peripheral local parking for day visitors, linked to footpaths, public transport/ shuttle buses via Dalmeny Station and other public transport hubs.
- The potential role of Queensferry in regional tourism should not be overlooked. The Queensferry Crossing is at the epicentre of central Scotland where a park and ride facility could encourage not only greater local pedestrian movement within Queensferry but also more environmentally sustainable tourism throughout Fife and the Lothians and beyond.
- A bespoke plan for the collection and drop-off of cruise ship passengers that does not require the use of the Hawes/Esplanade public parking area.
- Clear sign posting from Dalmeny Station, the Forth Road Bridge bus stop and Tesco's to the High Street.
- Sign posting off M90 and A90 to Queensferry West and Queensferry East to direct traffic away from the High Street and Station Road.
- Local traffic signage on entering the town directing drivers to car parks, bridge viewing points, commercial centres and other places of interest
- The construction of channels/routes in anticipation for high speed broadband and power cables for electric car charging points for businesses and residents.
- The creation of external space for restaurants, cafés and bars extend their service into

more outdoor areas.

## **Queensferry High Street Upgrade**

### **1. Background**

#### **1.1 50 years of change**

Over the past fifty years Queensferry High Street has evolved from being a local retail centre for the community of Queensferry into a significant social and visitor hub for east central Scotland. Along with Port Edgar to the west and the Esplanade to the East the coastal fringe of the town has become a significant driver in tourism growth along the inner reaches of the Firth of Forth. That growth continues with diverse business development in Port Edgar.

It should be recognised that the High Street in the expanding town, whilst still a significant residential area, is no longer at the physical centre of the wider Queensferry community.

#### **1.2 Business success,/maintenance failure**

Businesses in the High Street have evolved by recognising changing market conditions and responding to visitor needs. They have invested in the town and along with the resident community protected and maintained the built environment ensuring that Queensferry is an attractive place in which to live and work and a welcoming place to visit. It's intrinsic strength lies the vibrant relationship between the community and businesses in the town, often the same people.

The same cannot be said of the roadway and footpaths where the lack of an effective maintenance programme has resulted in a down at heel third world look with unsightly and potentially dangerous surfaces.

#### **1.3 Visitor growth**

The exponential growth in visitor numbers and the consequent pressure on the environment of the High Street over the past five years should have been anticipated and most certainly planned for. The three principle causes for this growth are, arguably;

- the construction of the Queensferry Crossing placing Queensferry at the “cross roads of Scotland”
- the scale of residential development in east central Scotland and the consequential increase in population in and around Queensferry, West Lothian and Fife
- the UNESCO World Heritage accreditation of the Forth Bridge.

Residential growth has created increased demand on the social function of the High Street whilst tourism has generated a noticeable increase in visitor numbers. Both have caused a sizable increase in vehicular traffic, cars and buses, without the corresponding provision of effective traffic management and parking.

The growth of Forth Bridge, now Forth Bridges, tourism and it's impact on the quality of life

of the residents was anticipated and highlighted in the UNESCO World Heritage Nomination Document. Section 5.e.6 of this document noted the community's positive support for the nomination (following a twelve week consultation in 2013) but highlighted concern ".....focused on road infrastructure, parking, potential congestion and worsening traffic hazards. These were perceived by many to be problems that already existed and so the World Heritage Nomination was thought by some to be a good opportunity for local authorities to take the initiative and propose solutions before the situation got worse. There was a consensus that action needed to be taken as soon as possible, rather than waiting for inscription in 2015" Now in 2018 the situation has become considerably worse with the addition of cruise ships.

## 2. The Future street

### 2.1 Heritage recognition and protection

To borrow a truth from the West "**people make places**" and their right to a reasonable and normal life style should not be compromised by any scheme driven by over zealous commercialism. Whatever solution is determined it should recognize the true nature of the place and address the reasonable basic requirements of residents and businesses in the High Street and their needs for access and mobility. Any plan should be devised with the topography of the conservation area in mind and the way this constrains physical growth. Ease of access for visitors should be achieved through increased satellite parking and public transport hubs with links to pedestrian routes to the High Street and cycle ways. Car parking in the centre should be restricted to those with access needs such as people who sleep there ie. residents, people staying in hotels and guest houses and disabled permit holders.

Planned upgrading and repairs should address the entire town scape of the conservation area including the road, footpaths and their adjacent vennels, terraces, railings, lighting, street furniture and recycling bin spaces. Within the existing budget it may not prove possible to effect total change but the legacy from the project should include proposals for a maintenance programme and pointers for upgrading the rest of the conservation area.

### 2.2 Responsibility to residents

When considering development and change both the scale and nature of the medieval conservation area and it's resident population must be acknowledged and respected. Many would concur with the City of Edinburgh Council view that there should be "an improved town centre environment for residents, businesses and visitors" but in pursuance of this aim there should be no reduction in current facilities, amenities and the quality of life of residents.

### 2.3 Economic growth

Economic growth in Queensferry will to a large extent depend on increased spend in the High Street and business expansion to the east and west. The hilly Back Braes and Ferry Glen prevent southerly business expansion and this should be a major consideration in any planning option. Traffic management and parking will play the vital role in future economic viability. It should be noted that much of this control will have to be achieved through action outwith the immediate High Street project area by preventing most traffic from needing to enter in the first place. Allowing uncontrolled town centre parking will generate pollution through increased traffic movement (congestion) with visiting drivers cruising in search of scarce parking spaces. Restricted and controlled vehicular traffic movement in the High Street coupled to an increased

pedestrian traffic flow and reserved parking should enable greater use of public space by existing businesses particularly those in the hospitality industry.

Adjacent public spaces, off but in close proximity the High Street, should be investigated and zoned for possible community events, markets etc.





