

Queensferry Connections

Consultation Findings Report

8 December 2025



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1 Executive Summary

1.1 Introduction & Context

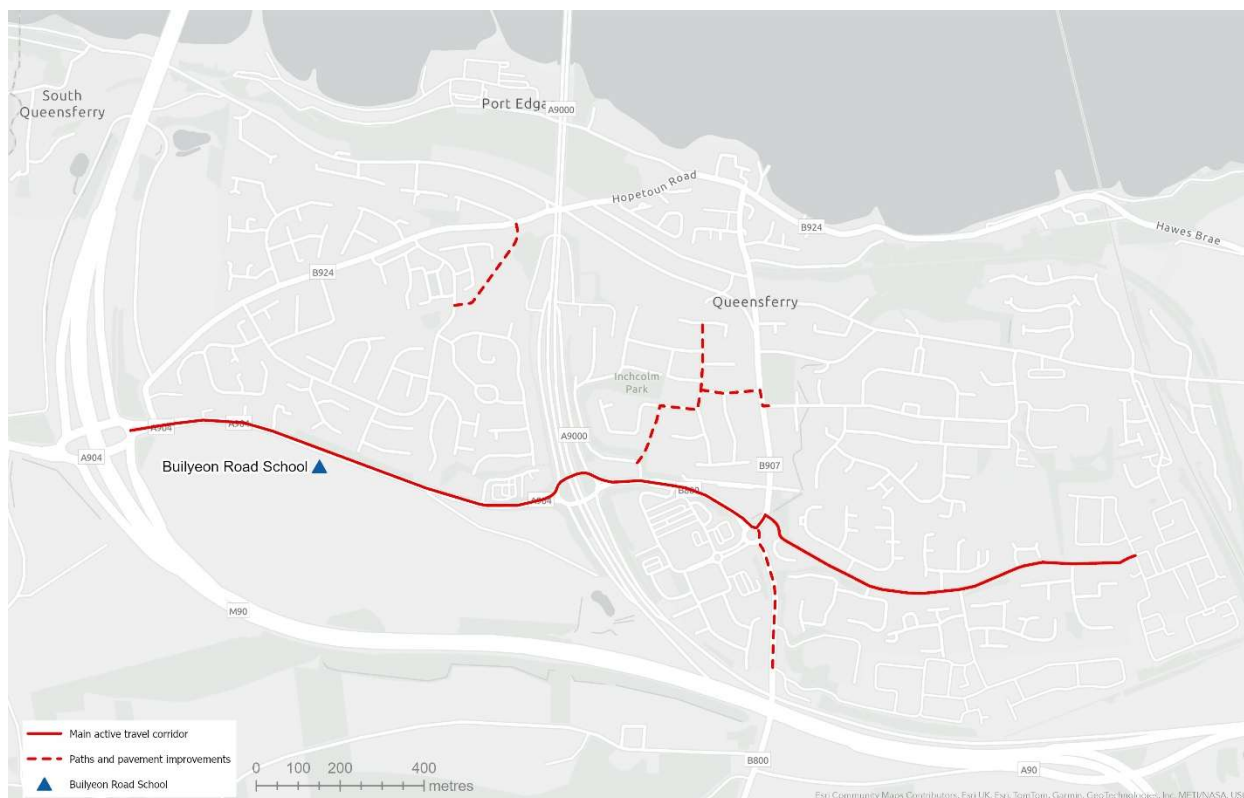
This report summarises feedback from the City of Edinburgh Council's Builyeon Road new primary school and active travel connections consultation in autumn 2025. The report focuses specifically on the responses received for the Queensferry Connections active travel project. Feedback relating to the new primary school has been analysed separately.

The 2025 consultation follows a period of consultation on the concept designs in summer 2022, which have since been developed, taking onboard feedback from that engagement process. The most recent consultation was needed to collect stakeholder and public comments on the draft developed designs, with General Arrangement drawings presented as part of the consultation.

The project includes proposed active travel improvements across Queensferry:

- **Builyeon Road** - a new linear park and active travel route with connections to the new primary school
- **Echline interchange** - walking and cycling crossing improvements at a busy junction
- **Ferry Muir Road** - new and improved pedestrian crossing points and protected cycle tracks
- **Scotstoun Avenue** - traffic calming, new pedestrian crossing points and protected cycle tracks
- **Viewforth Road and Inchcolm Terrace** - improvements for pedestrians around these areas.

Figure 1: Project overview plan



1.2 Consultation overview

The consultation was promoted using the Council's website, online social media channels, posters on local community boards and through local organisations, as well as a leaflet drop for local residents.

The City of Edinburgh Council hosted an online survey from 28 August 2025 – 17 October 2025, which received 180 responses; 98% were from individuals and 2% from organisations. Responses received from the public are presented in Section 2 of this report and detailed feedback from organisations is summarised in Section 3.

A public drop in event was also held on Wednesday 3 September 2025 at Echline Primary School. A summary of responses received at this event is provided in Section 4 of the report.

The online survey was hosted on the Council's Consultation Hub and asked the following project specific questions:

1. To what extent do you agree or disagree that the proposals will improve conditions for people walkers, cyclists and wheelers?
2. Do you have any further comments on the Builyeon Road section of the updated designs?
3. Are there any additional features in the proposed park you would like to be included? (Ranked options)
4. Are there any additional features in the proposed park you would like to be included? (Open box)
5. Do you have any suggestions for the name of the new park?
6. Do you have any comments on the Scotstoun Avenue section of the updated designs?
7. Are there any changes to the design of Scotstoun Avenue that you would like to see?
8. Are there any aspects of the proposals that you particularly like?
9. Are there any aspects of the proposals that you particularly dislike?
10. Are there any additional features along the route that you would like to be included?
11. Do you believe that the proposals would adversely affect you, for example, due to accessibility needs?

1.3 Summary of key findings

Feedback received for Builyeon Road including the new linear park, suggests that **61% of respondents strongly agree or agree** that the proposals will improve conditions for people walking, cycling and wheeling, while **17% of respondents strongly disagree or disagree**.

Feedback on the parkland area suggested that all proposed features had some degree of support with **seating, a nature trail and play equipment** being the most popular. Several name suggestions for the park were collated with names relating to '**Builyeon**' being the most frequently mentioned (however it should be noted that even though it was the most popular, only around 6% of respondents suggested this name).

59% of respondents state the proposals would not adversely affect them and **27% state that they would be adversely impacted**, primarily relating to traffic routing through a residential area (which should be noted is not a specific part of this project and is part of the phased residential development on Builyeon Road).

The most frequently mentioned concerns with the design related to:

- **General traffic adverse impacts** within a residential area
- **Traffic capacity** concerns and ensuring that congestion would not be a problem
- **Traffic calming** to ensure traffic speeds are better managed
- **Road safety concerns** ensuring the **bus stop designs** are carefully considered and **additional pedestrian crossing points** of the road considered.

1.4 We asked, You said, We did

The following summary table highlights overarching comments from the public and how this feedback is being responded to.

Comments from consultation	Feedback from design team
<p>There were numerous comments received relating to the need to ensure traffic speeds are better managed across the area.</p>	<p>The proposals already include several features designed to reduced traffic speeds including narrower carriageway lane widths, geometry improvements and additional crossings; however it is noted that this remains a concern based on existing road user behaviours. Traffic calming measures will continue to be further developed as part of the design development process to maximise benefits for the local community.</p>
<p>Comments were also received relating to traffic capacity concerns and ensuring that congestion would not be a problem for motorists.</p>	<p>Traffic modelling was undertaken during the concept design stage which showed sufficient capacity in the road network, and analysis and design development is ongoing and will look to mitigate issues of traffic congestion across the area by optimising junction designs.</p>
<p>Concerns relating to traffic diverting through the Cala residential development were noted.</p>	<p>While those proposals are not a specific part of this project and the development has always been planned to feature a relocated through route for traffic, it is recognised that consideration needs to be given to the changes nearby and the wider routing of traffic through the area. Close monitoring of the development of the adjacent site and engagement with the developer will ensure good cohesion with proposals for this scheme.</p>
<p>Several comments identified the need to consider additional pedestrian crossings, with the location on Ferry Muir Road near to the Tesco Superstore being the most frequently mentioned.</p>	<p>This location will be investigated for the introduction of a new signalised pedestrian crossing, which will require further discussion with the landowner for the site of the superstore.</p>
<p>Concerns were noted with regards to the proposed cycle track / bus stop design, notably the Scotstoun Avenue cycle track passing around the bus stop in a bypass arrangement.</p>	<p>This proposal has been carefully considered based on best practice design guidance and is considered a suitable arrangement to ensure the optimal balance of cyclist and pedestrian safety. There is an anticipated low frequency of bus users and a relatively spacious waiting area. It is recognised this arrangement creates potential interactions between bus passengers and people cycling and the site will be monitored following construction.</p>

Comments from consultation

Feedback from design team

Comments were noted with regards to school coaches using the bus stop on Scotstoun Avenue, which has a proposed bus stop bypass layout.

The safety concern has been acknowledged in terms of children crossing the cycle track, but it is expected that this arrangement is not going to be a significant safety issue as the cycle track will have clear delineation with Zebra crossings to minimise potential interactions. As part of the development of the Queensferry High School extension project, design pick-up/drop off locations for coaches is being considered. The Queensferry Connections project team will continue to liaise with the high school development team to create a suitable solution. This could require amendments to designs on Scotstoun Avenue during the Technical Design stage.

Bus stop relocation on Builyeon Road was highlighted as a concern

The need for further clarity on new bus stop locations within the Cala residential development has been passed to the developer and the relevant council department for investigation.

There were some concerns about enforcement and how to ensure cars would not park on the cycle track, while also ensuring that there are considerate behaviours by all road users.

This has been considered as part of the proposals and is not expected to be a significant issue as there is unrestricted parking on-street, however monitoring will take place following scheme implementation and mitigation measures considered should they be deemed necessary.

2 Online Survey Findings

This section describes the findings for each question from the online survey. The consultation presented street design proposals in the form of technical General Arrangement drawings and visualisations, which were the focus for comment.

Several questions enabled respondents to write anything they wished, and these ‘open box’ comments have been grouped into consistent topics. Where a topic has received three or more comments, it has been included in the survey findings.

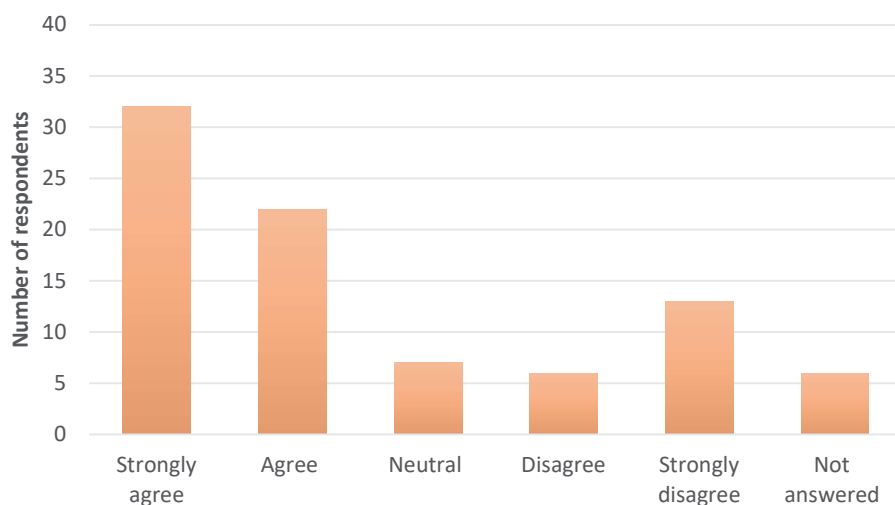
2.1 Feedback on the Builyeon Road new linear park

Comments received for this section will be used to inform the final landscaping design and the features of the new linear park.

2.1.1 To what extent do you agree or disagree that the proposals will improve conditions for people: walkers, cyclists and wheelers?

There were 154 responses received for this question, relating to the design drawings.

Figure 2: To what extent do you agree or disagree that the proposals will improve conditions for people: walkers, cyclists and wheelers?

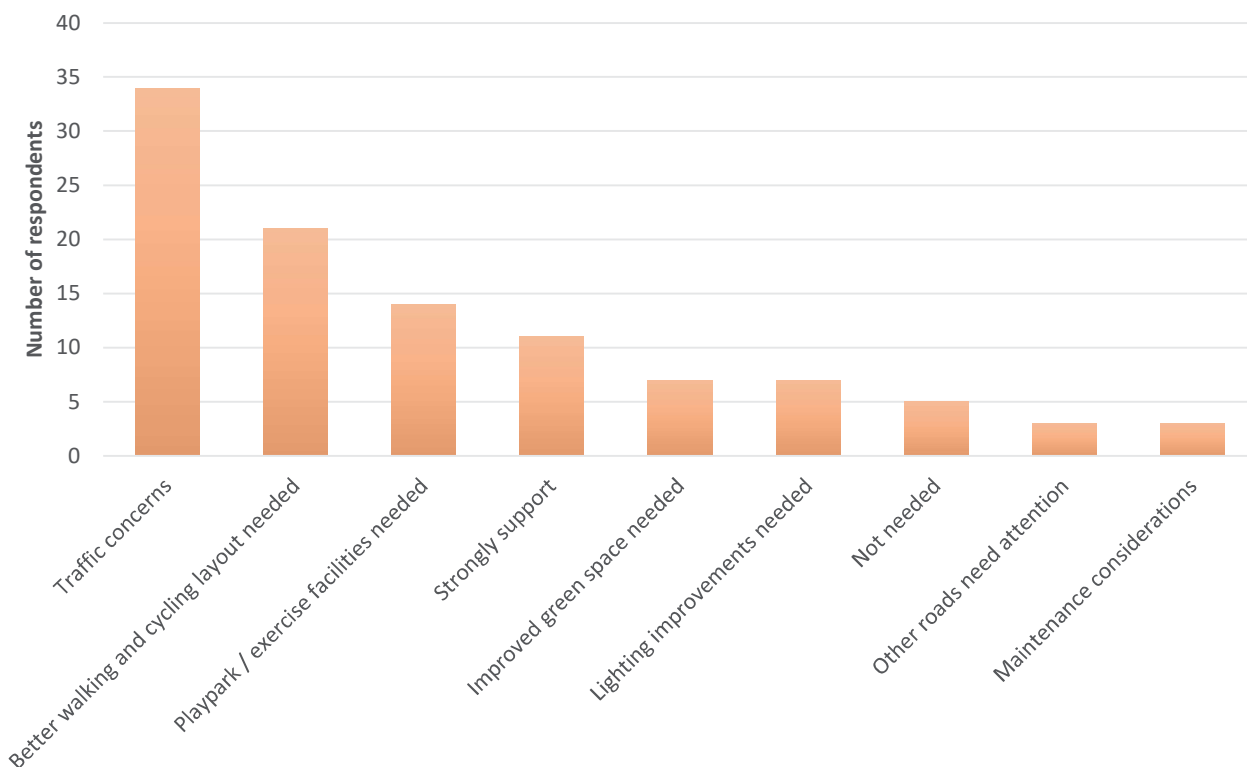


61% of respondents strongly agree or agree that the proposals will improve conditions for people walking, cycling and wheeling, while 17% of respondents strongly disagree or disagree.

2.1.2 Do you have any further comments on the Builyeon Road section of the updated designs?

There were 112 open box responses received for this question.

Figure 3: Do you have any further comments on the Builyeon Road section of the updated designs?



Overall the comments received suggest there are the most concerns (30%) related to where motor vehicle traffic will go and how much traffic congestion there will be in the local area. It should be noted that many of these comments relate to the design of the road realignment for the adjacent residential development, which was a decision made through the planning process and is unable to be influenced by this consultation.

There were also a significant proportion of concerns (19%) related to where cycle tracks cross shared use areas with pedestrians and some concerns around having a cycle track passing close to a bus stop. Design layouts will be made fit for purpose and aligned with good practice for the levels of pedestrian and cycle flows anticipated for this route.

2.1.3 Are there any additional features in the proposed park you would like to be included?

There were 125 ranked responses received for this question.

An average (mean) of the ranked score for each feature was used to identify a preferred ranking for the suggested features for the proposed park:

Overall rank	Feature	Mean score
1 st	Seating	2.8
2 nd	Nature trail	3.2
3 rd	Play equipment	3.3
4 th	Exercise equipment	4.4
5 th	Cycle parking	4.5
6 th	Community art	4.6
7 th	Information boards	4.7

Having seating was the most popular item with 50% of respondents ranking this feature first or second. Having a nature trail was the second most popular feature, with 40% of respondents ranking this feature first or second, closely followed by play equipment. These first three features had mean scores above average in terms of ranked preference.

The other four choices: exercise equipment, cycle parking, community art and information boards had very similar levels of popularity; however these were observed to be markedly less popular than the first three features listed above.

2.1.4 Are there any additional features in the proposed park you would like to be included?

There were 42 open box comments received for this question.

Additional features relating to **play and exercise equipment** were the most frequently mentioned feature for this question, despite being listed as options for the previous question. The next most mentioned idea to be considered would be to provide **sufficient litter bins**. The other idea that had more than three responses was to consider providing **drinking fountains**.

2.1.5 Do you have any suggestions for the name of the new park?

There were 60 open box responses provided for this question.

Ideas were grouped where there was a common name, with the most popular name suggestion relating to Builyeon in some form (e.g. in conjunction with another word, such as Builyeon Park or Builyeon Road).

Other ideas which received three or more responses included referencing the Bridges over the Firth of Forth, the Burryman (relating to the local Burryman Parade), Rosebery estate and the area of Echline.

Name suggestion	Number of responses
Builyeon	11
Bridges	5
Burryman	5
Rosebery	4
Echline	3

Other notable suggestions named after locally relevant people and topics included:

- Carrie Park - after John Carrie, Minister of Queensferry Parish Church from 1971 to 2008.
- Dewar Park - after Vice Admiral Kenneth Dewar CBE, Royal Navy officer born in Queensferry in 1879.
- Margaret Park - after Saint Margaret of Scotland, who established the ferry service in the 11th century.
- Watanabe Park - after Kaichi Watanabe, Japanese engineer involved in the Forth Rail Bridge design.
- Sparrowhawk Park - after a local type of bird often spotted in the area.

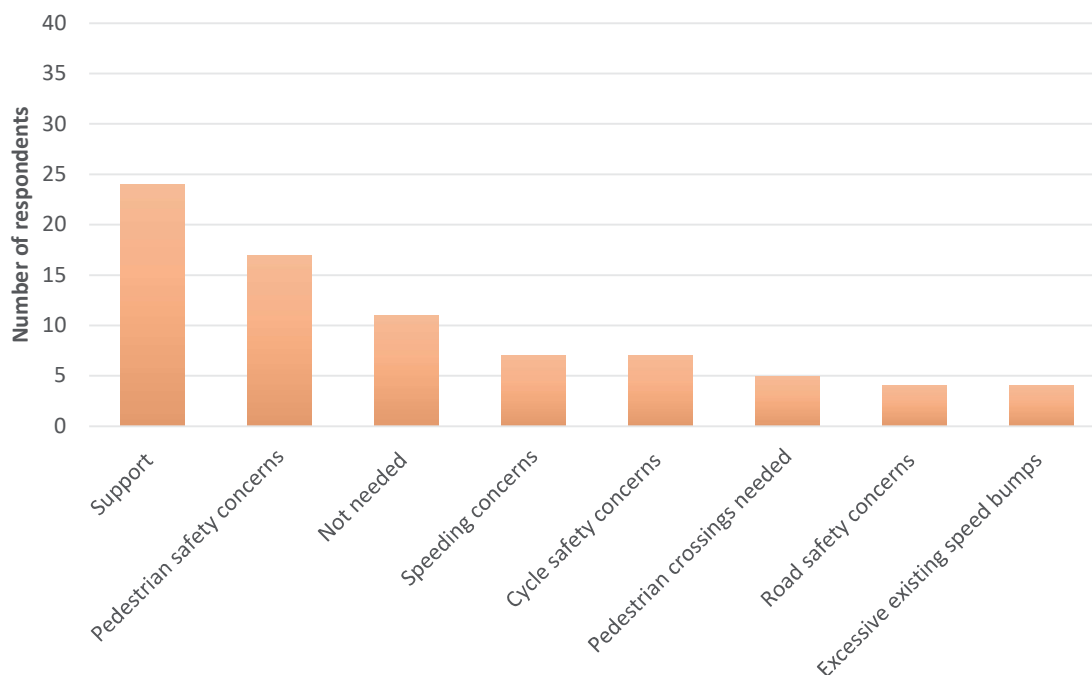
2.2 Feedback on Scotstoun Avenue

Comments for the following questions were received in an open box format. Where three or more consistent comments have been received relating to a particular topic, these have been included in the findings and grouped accordingly.

2.2.1 Do you have any comments on the Scotstoun Avenue section of the updated designs?

There were 86 open box responses to this question.

Figure 4: Do you have any comments on the Scotstoun Avenue section of the updated designs?

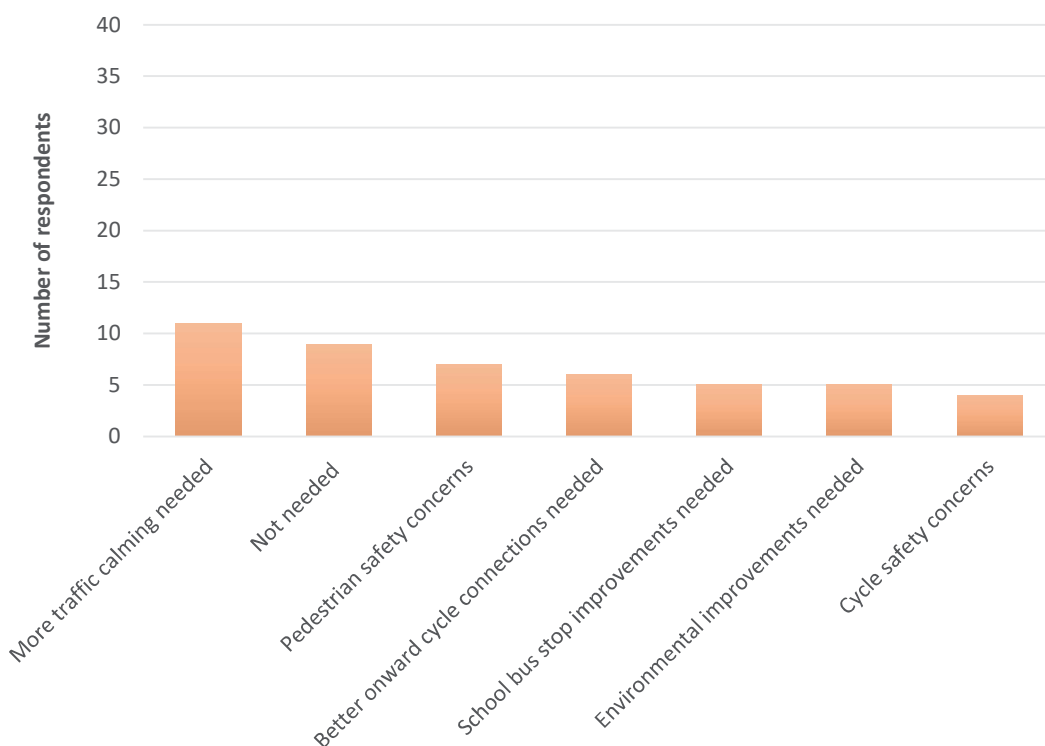


The most comments received for this question (except for generally supportive feedback) were for concerns relating to pedestrian safety. These were most frequently associated with concerns relating to the floating bus stop design and suggestions that there is a lack of pedestrian crossings proposed across the road. It is noted that improvements to pedestrian crossings are being made on side roads with continuous footways and a new signalised crossing at Kirkliston Road junction.

2.2.2 Are there any changes to the design of Scotstoun Avenue that you would like to see?

There were 62 open box responses received that referred to suggested changes for Scotstoun Avenue.

Figure 5: Are there any changes to the design of Scotstoun Avenue that you would like to see?



Several topics were raised albeit in relatively small numbers, with traffic calming identified as the greatest concern in terms of ensuring the design would lower traffic speeds to create a safer environment.

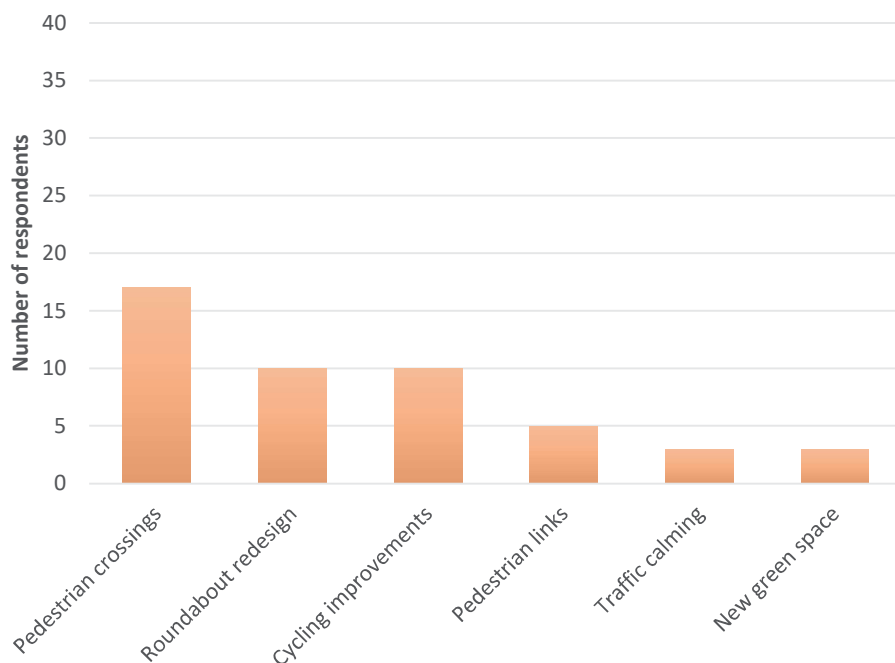
2.3 General feedback on the proposals

For this section, the consultation presented proposals for Echline junction and Ferrymuir Road and asked about these locations, as well as more broadly for the scheme as a whole.

2.3.1 Are there any aspects of the proposals that you particularly like?

There were 88 open box responses received for this question.

Figure 6: Are there any aspects of the proposals that you particularly like?

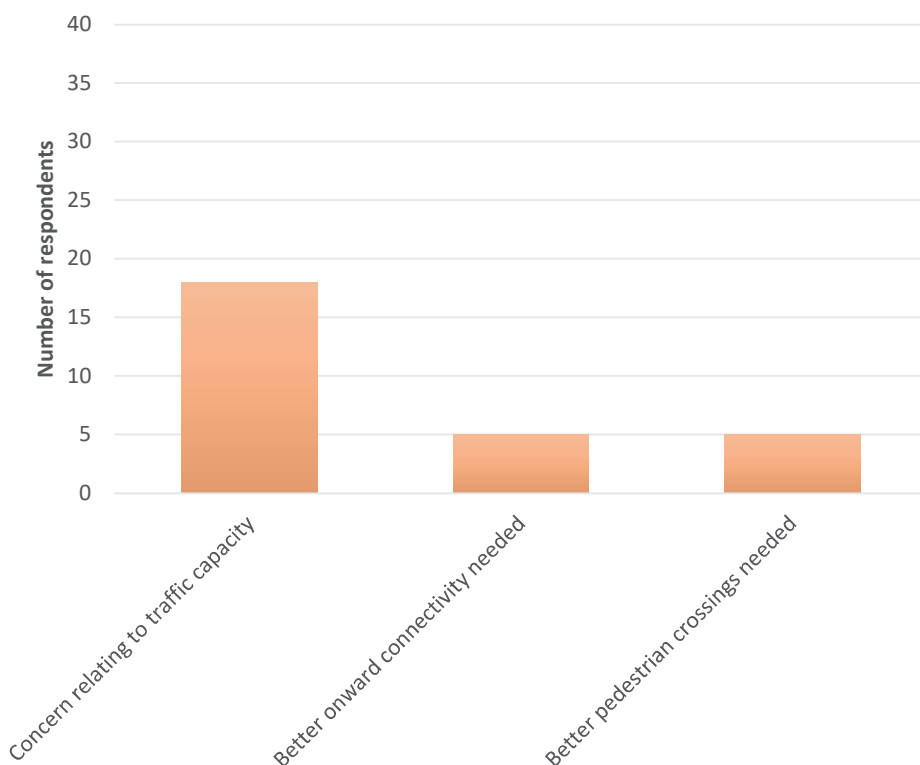


Respondents noted particularly the benefits related to new pedestrian crossings, however many also suggested that further crossings could be considered. The roundabout redesign – removing one side of the junction – was also noted as potentially being beneficial, as well as the general improvements to cycling infrastructure.

2.3.2 Are there any aspects of the proposals that you particularly dislike?

There were 72 open box responses received for this question.

Figure 7: Are there any aspects of the proposals that you particularly dislike?



The most significant concern related to public uncertainty regarding the general traffic impacts of the project and the expectation that there would be more traffic congestion. As noted previously, much of this concern relates to the separate residential development proposal to reroute Builyeon Road through the new development.

2.3.3 Are there any additional features along the route that you would like to be included?

There were 53 open box comments received for this question.

The most frequent theme mentioned related to ensuring that there was sufficient **traffic calming** to ensure traffic speeds are better managed.

Other comments related to **traffic capacity** concerns and ensuring that congestion would not be a problem for motorists.

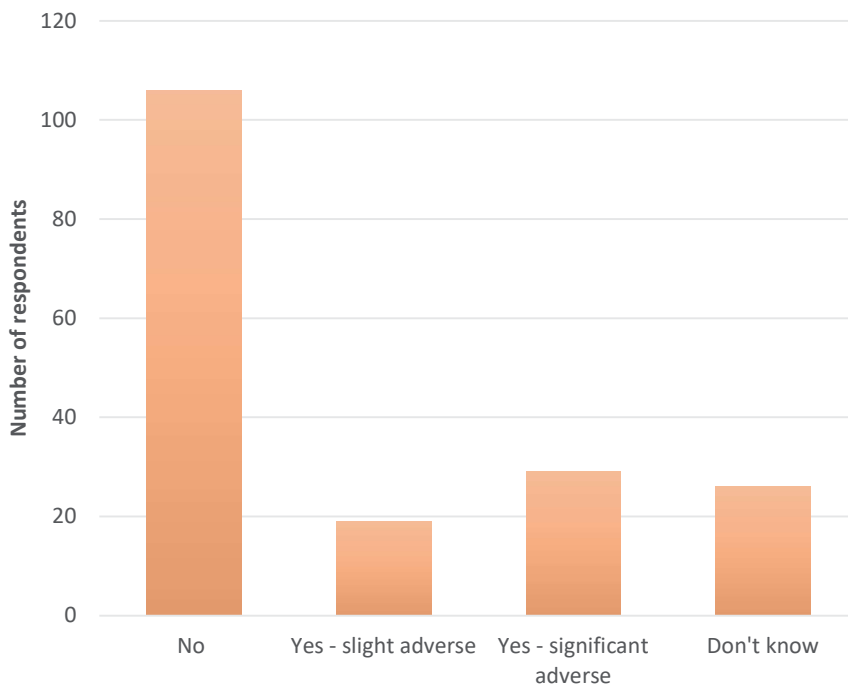
The next most mentioned comment identified an **additional pedestrian crossing** that could be considered at the Tesco Superstore.

The final theme related to **enforcement** and how to ensure cars would not park on the cycle track, while also ensuring that there are considerate behaviours by all road users.

2.3.4 Do you believe that the proposals would adversely affect you, for example, due to accessibility needs?

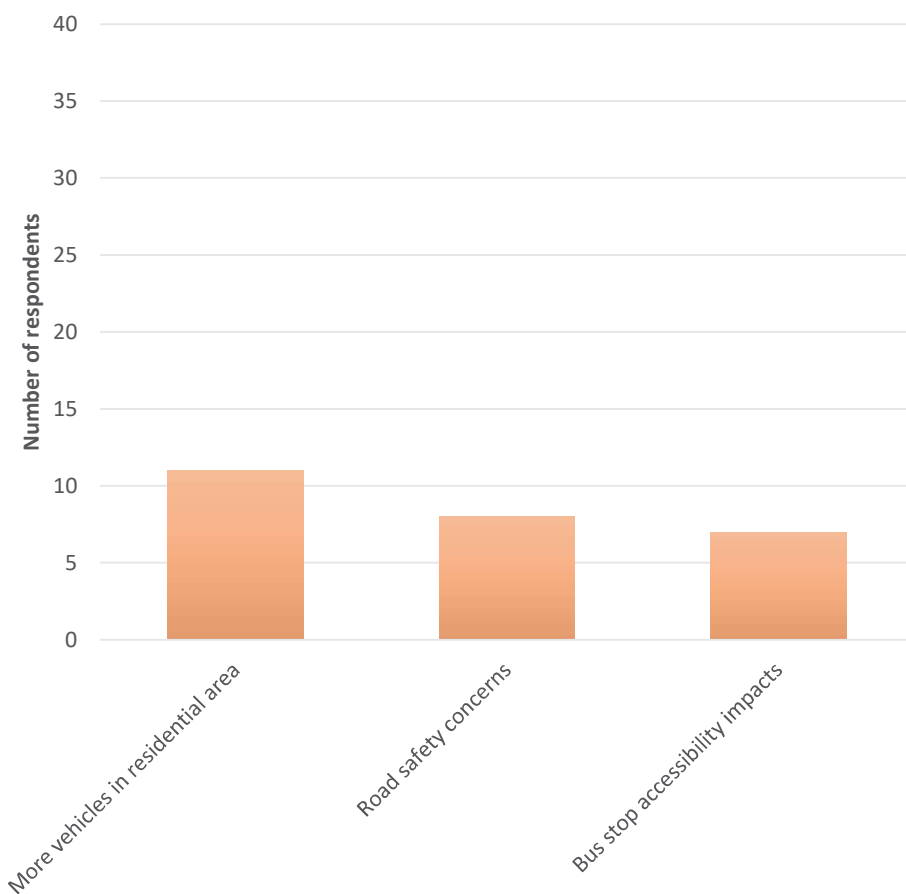
All 180 respondents were required to answer this question, with 59% stating the proposals would not adversely affect them and 27% stating that they would adversely impact them (14% don't know).

Figure 8: Do you believe that the proposals would adversely affect you, for example, due to accessibility needs?



Of those that stated they would be adversely affected due to accessibility needs, 43 open box responses were received as to why.

Figure 9: You have stated that you believe that the proposals would adversely affect you, please could you give more detail on why this is.



The most common response related to the anticipated adverse impact of more motor vehicles being routed through a residential area, which relates to the separate housing development road layout proposals.

People also had concerns in terms of road safety, particularly the potential for close interactions between people walking and cycling. There were also concerns that bus stops would be less convenient to get to as a result of the changes proposed.

2.4 Demographic summary

164 respondents (91%) provided an EH30 South Queensferry postcode out of a total of 180 respondents. The following demographic information was also collected relating to peoples' relationship to the area, their age and sex.

Figure 10: Proportion of respondents by sex

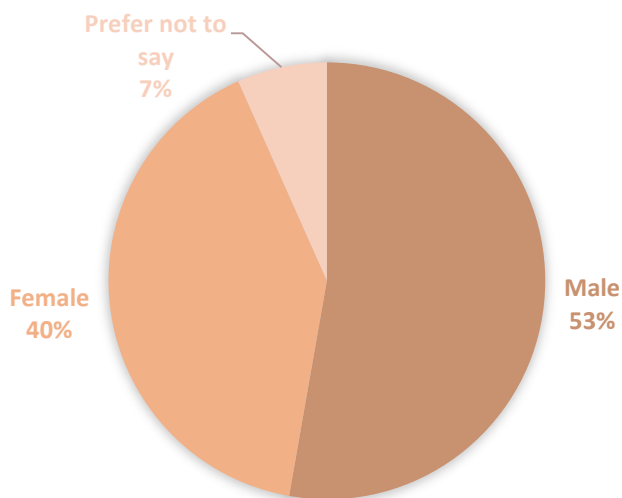


Figure 11: Proportion of respondents by age

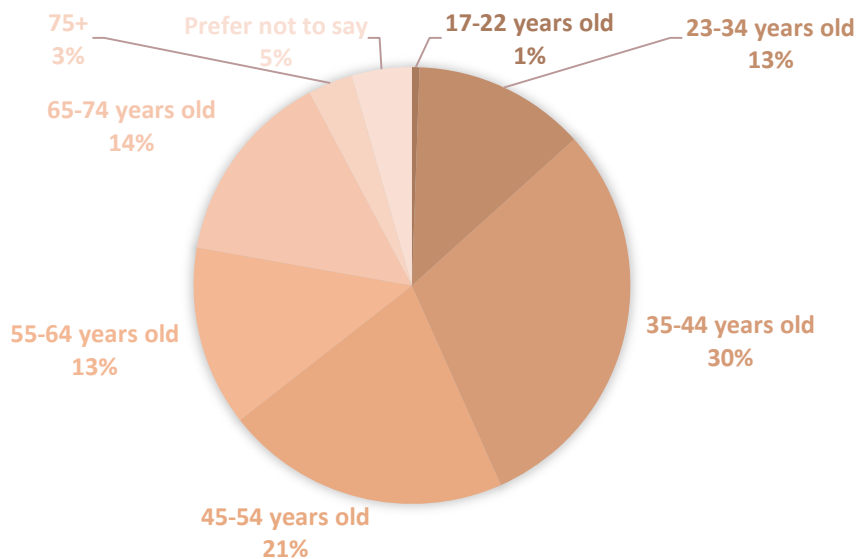
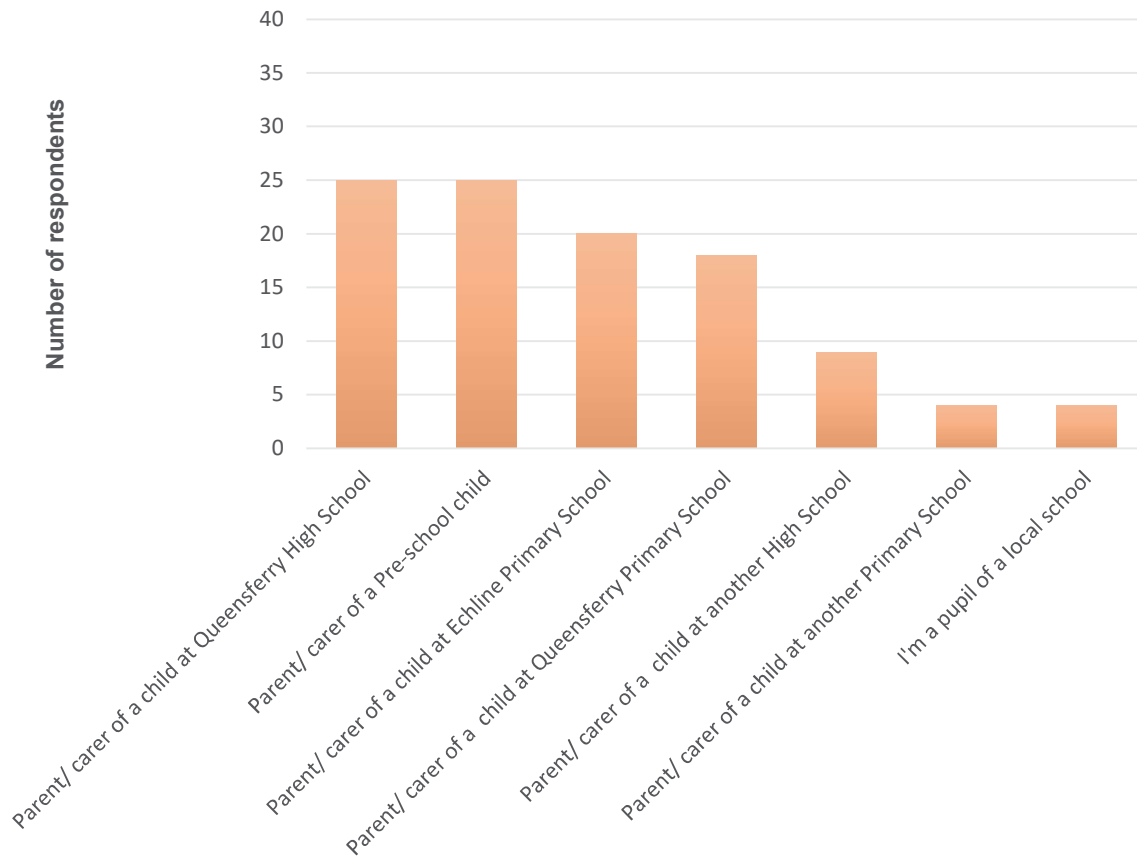


Figure 12: Relationship to the area



2.5 Feedback about the engagement process

Feedback relating to the consultation suggested that most people agreed they could have their say and that they were provided with sufficient information they could understand. However, there were some suggestions that the information could have been presented more clearly and with additional information on the expected outcomes and traffic impacts.

Figure 13: I was given all the information that I needed to have my say

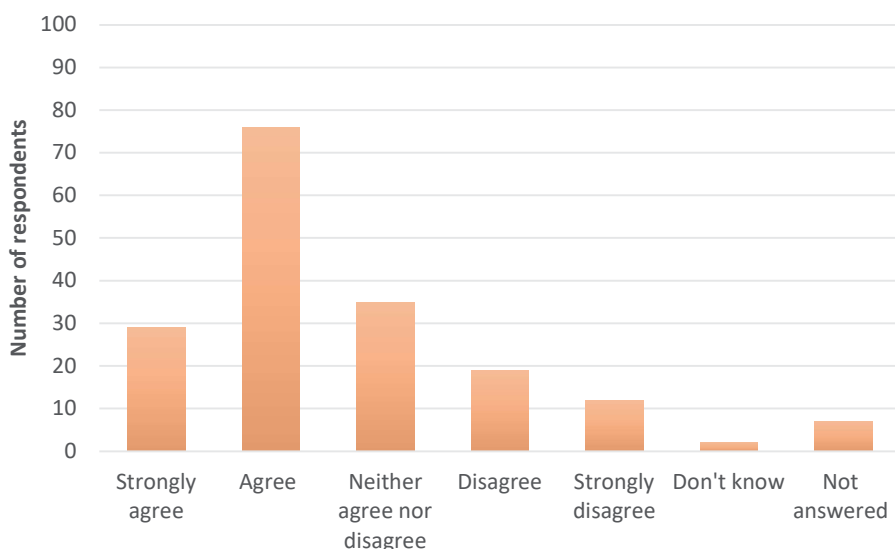


Figure 14: This engagement exercise was clear and easy to understand

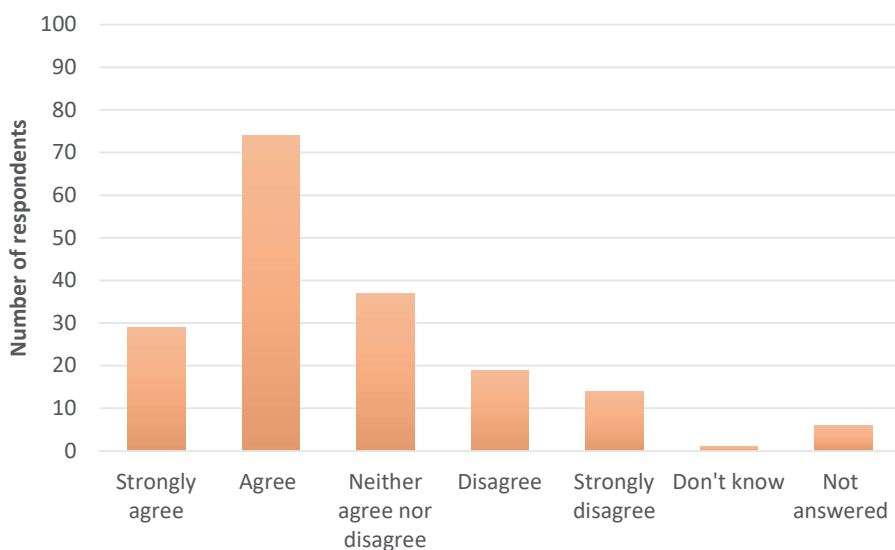


Figure 15: I was given the opportunity to have my say

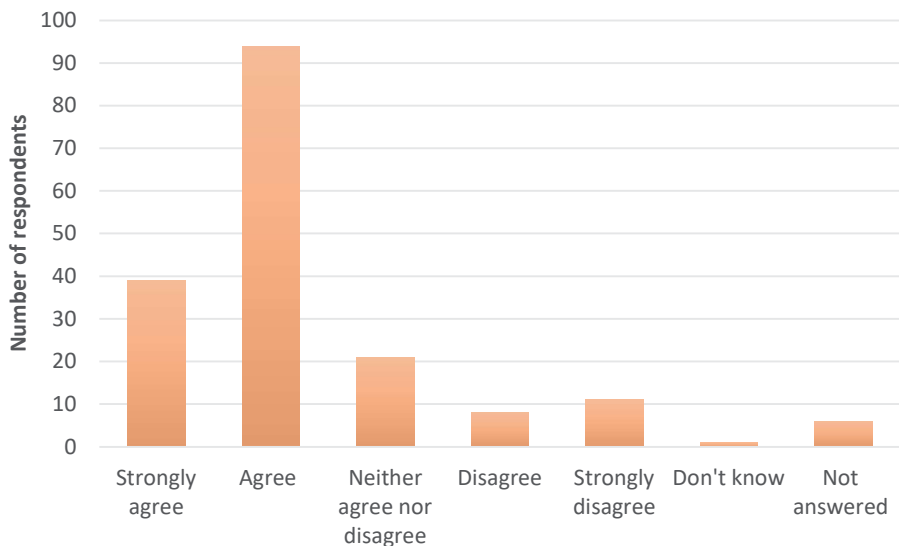
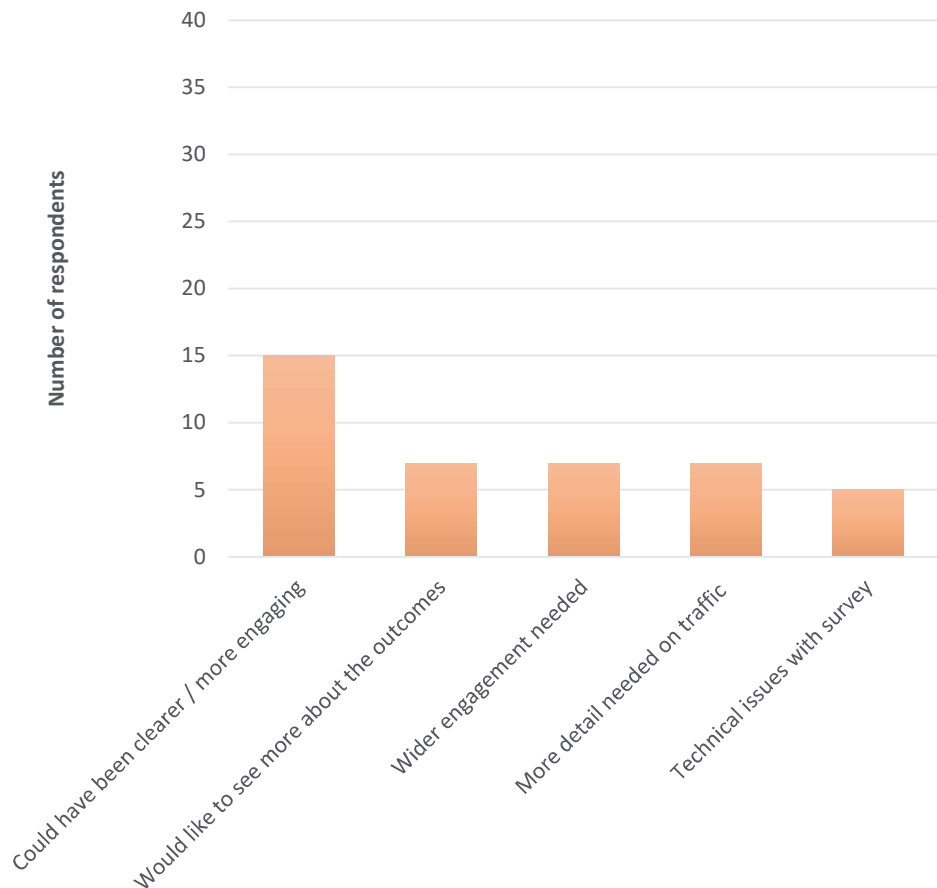


Figure 16: Please provide any other comments or suggestions you may have about this engagement process (open box)



3 Organisation feedback summary

3.1 Overview

Four organisations responded to the consultation (representing 2% of respondents) and their views have been summarised in this section of the report.

The following organisations provided a response through the online survey:

- Queensferry High School Parent Council
- Blackford Safe Routes
- Edinburgh Access Panel
- Spokes

Spokes also provided a separate written response.

3.2 Summary of feedback

Comments received from organisations are generally supportive of the proposals and the design team will further investigate opportunities to ensure that the proposed layout is well integrated with the wider walking and cycling infrastructure, and that cycle tracks and shared use footway areas are well considered with sufficient space for comfortable use.

Queensferry High School Parent Council

QHS Parent Council stated that:

- [They are] ... “strongly in favour of the provision of the new dedicated cycling routes and improved walking routes shown in the consultation.”
- “The provision of dedicated cycle routes and footpaths in the park connecting through to Scotstoun Avenue will be very positive for children cycling and walking to school. These routes must be continuous through to Scotstoun Avenue.”
- [They]... “note that the design / arrangement of the Scotstoun Road cycle and walking routes should take account of the school buses, should they continue to use this route following school redevelopment. There is concern that there is a conflict between the numbers of pupils boarding and alighting from the school buses and those cycling along the proposed cycle paths.
- “The new cycling and walking routes shown will make walking and cycling journeys to Queensferry High School safer for our current and future pupils. Works should be undertaken as soon as is possible.”
- “The existing walking routes from Echline / Buillyeon Road to Queensferry High School via Ferrymuir are narrow and exposed to speeding vehicles. There are dangerous road crossings along this route which Queensferry High School pupils are exposed to daily walking to school.”

- “Cycling to Queensferry High School from Echline / Builyeon Road / Ferrymuir areas on the roads is considered dangerous by many parents. Provision of the dedicated cycle routes shown will make cycling safer for Queensferry High School pupils and other users.”

Blackford Safe Routes

Blackford Safe Routes stated that:

- “Further consideration should be given to widening the entire cycleway out to 4.0m, which would be more appropriate for a bidirectional cycleway. Parents and carers should be able to cycle side-by-side with their children, with the ability to pass others doing the same in the opposite direction.”
- “They would like to...“improve the access to Tesco for bikes via the service road. Cyclists are non-motorised and benefit from the shortest route to places. [They] strongly support active travel routes that help children and their families get safely to/from school and leisure activities.”

Edinburgh Access Panel

Edinburgh Access Panel mentioned they have:

- “Concern about pedestrians and cyclists sharing the active travel paths. Please take steps to protect pedestrians (especially those with a vision impairment or mobility difficulties) from wayward cyclists.”
- “Concern about priorities at junctions, especially at continuous footways. Please take steps (e.g. signage) to help ensure drivers give way when turning. Many don't on Leith Walk.”
- “Please ensure surfaces are wheelchair-friendly.”
- “Please ensure seating is accessible – i.e. benches with backs and arms (cf. those in Princes St Gardens).”

Spokes

Spokes stated in their response to the online survey that:

- “The cycle lanes are excellent but disappointing they stop at the plazas and start again after them. We suggest these should be continuous with marked pedestrian crossings with trees retained in locations where they do not obstruct vision.”
- “We think [Scotstoun Avenue is] generally well designed. It is an opportunity missed that there is no link to the shared paths to Kirkliston. We also suggest the junction design extends the entire route at every side road.
- “We see on other new routes like this (CCWEL as an example) that some drivers do not give priority to pedestrians and cyclists as they should. As with any new junction design we suggest temporary signage after installation to remind drivers who should have priority.”
- “Bo'Ness is wide road and traffic could be calmed further by narrowing the road and installing a two way cycle lane. Further providing opportunities for more children to get to school safely in the town.”

In their written response, Spokes made the following additional suggestions:

- “We would suggest widening the shared use paths between the start/end of the route on A904 to provide more space and a continuous route from Bo’ness Road. We would also suggest removing the traffic islands to provide single stage crossings and active travel priority.”
- “We would suggest the cycle path does not follow the bend in the road at A904/Builyeon Road junction and carries on in a straight line - to in order to provide space for pedestrians who will cross the road in this location and avoid them waiting to cross in a cycle lane or if coming the other way crossing from a live traffic lane directly into an active cycle lane.”
- “The “continuous” cycle way is broken up by give way sections across what appears to be a large plaza style layouts with trees planned across the route. We would suggest the cycleway should be continuous across the plazas with marked crossings for cyclists to give way to pedestrians at appropriate locations. In the current layout, it is not clear where cyclists should within the plazas and some of the tree locations would limit visibility. We’d suggest retaining the trees but in other locations of the plazas to ensure for maximum visibility for both cyclists and pedestrians.”
- “...it is not clear where cyclists should go through the plazas, particularly the larger plaza. We would suggest continuous cycle ways with clear and defined pedestrian crossings with pedestrian priority.”
- “The junctions [on GA drawing p7 and 10] will be busy with vehicle traffic and we have seen on other routes in Edinburgh, notably the CCWE, that these junctions are often blocked by drivers and/or driving through and not giving priority at these types of junctions. We would suggest signage, at least in the initial roll out to help with educating drivers here.”
- “Signage [on GA drawing p14 and 16] to educate drivers on new junction layouts and that pedestrians/cyclists have priority.”
- [GA drawing p17] “The shared space and narrow lane leading towards to Queensferry Hub and High School is National cycle route 76. We would suggest the existing lane needs widened as well as signage on the route to prevent cyclists continuing the route and having to double back. We would also suggest a cyclist give way sign or other indicator should be installed here for any cyclist leaving the double cycle way onto national cycle route 76 to indicate pedestrian priority when leaving the marked cycle way.”
- [GA drawing p19] “The marked cycle route stops and becomes a shared space. It is bizarre to suggest such a long cycle route but to then stop it very short of another shared path and have a single road junction that people are forced to navigate without the protection on the cycle route (as it is proposed of the entire rest of the cycle way). We would suggest continuing the cycle way across Lowrie Gait to facilitate opportunity for a significant number of properties beyond Lowrie Gait a continuous and shared route.”

Active travel improvement ideas beyond this consultation in the wider area have been noted for consideration, and include the following suggestions by Spokes:

- The footways to/from the roundabout at the Echline/Forth Road Bridge junction.
- A new 2-way protected cycle lane on Bo’ness Road from Builyeon Road past Echline Primary School.
- Installation of double yellow lines and no waiting on High Russell Place at and 20 metres either side of existing shared path at Inchcolm Park.
- Path widening from Hugh Russell Place to Ferrymuir Gait and provide a priority pedestrian/cycle crossing across Ferrymuir Gait to the Forth Road bridge.
- Closure of Henry Ross Place to motor traffic only at Canmore Street with new housing traffic being sent via Ferrymuir Gait.
- A carriageway re-design to provide a shared space along Hugh Russell Place, Viewforth Road and Viewforth Place, then a narrowing of Kirkliston Road.
- Reduce the turning circles at the junction (which is very wide) at Kirkliston Road/Loch Road.

- Closure of Burgess Road to through motor traffic in front of Queensferry Early Learning Centre with motor traffic diverted through Station Road.
- Widening of existing shared path from Scostoun Avenue to Queensferry Sports and Community Hub and Queensferry High School.
- Station Road, St Margaret's Primary School and Queensferry High - consideration for realignment of the carriageway from the High School to/from the existing pedestrian path that links to the old railway path.
- Chicanes that make routes inaccessible to some - 3 remain in the area; 1 on national cycle route at Main Street Dalmeny/the railway bridge, and 2 near the Ferry Glen linking the South Queensferry/Kirkliston cycle route with Station Road. Consideration for removal and replacement with a bollard (as had taken place on other parts of these routes).

4 Drop in event summary

4.1 Overview

A public drop in event was also held on Wednesday 3 September 2025 from 16:00 – 19:30 at Echline Primary School. It was noted that the event was relatively well attended, with more than 100 people in attendance. A summary of responses received at the meeting is provided below.

4.2 Summary of feedback

The following notes were taken during the event and reflect the comments received as part of conversations with local residents:

- Generally, there was very positive feedback received relating to the new park, particularly from residents living next to it.
- There were concerns noted about traffic diverting through the new housing estate.
- There is a need to identify the new bus stop locations and ensure good pedestrian links to the stops.
- At the east end of the park, there were suggestions to move the plaza and path slightly further back from the housing boundary.
- It was noted to check on the latest construction of the public realm at the Cala development, particularly at the eastern end of the masterplan, to ensure that the latest as-built arrangements dovetail well with these proposals.
- At the top end of the alleyway near Echline View, there was a suggestion to resolve existing drainage issues.
- It was noted there are concerns relating to fly tipping, with the suggestion to install bollards at either end of the park to restrict vehicle access.
- There were comments received asking for more trees in front of the school.
- Some comments were received to review the east end of the design as there were suggestions it may not be optimal.
- Recommendations were made to review the footpath route to minimise tree loss.
- There was interest expressed in seeing the costs associated with different parts of the design.
- There was interest in progressing the green bridge proposals with Transport Scotland.

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