



SNC • LAVALIN

Queensferry Active Travel

Community Engagement Report

November 2022

1.3

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1. Introduction

1.1. Purpose of this Note

In order for this project to succeed, there is a need for effective community involvement. It is important that the local communities are given the opportunity to participate in the identification and development of a preferred option. This note aims to provide a summary of the public consultation exercises, undertaken with the local community, key stakeholders and landowners which identifies their views and priorities to improve the area and overcome barriers to active travel journeys.

1.2. Objectives of Communication

The objectives to be met through the consultation process are:

- Raise awareness of the project and project goals in the local community and amongst stakeholders and decision makers
- Influence behaviour change towards more active travel modes.
- Identify barriers and incentives
- Increase support for the project goals
- Reduce opposition to the project goals
- Ensure project goals are coordinated with simultaneous planning activities and identify areas where joint goals can be achieved or even elevated.

1.3. Overview of Project

Atkins are working with the Council as part of the City of Edinburgh Council Local Development Plan delivery, to explore opportunities for improving active travel corridors throughout South Queensferry, to create more travel options for your daily commute, business, and leisure needs.

The Local Development Plan has identified significant areas of new residential development in the town. We are looking at what improvements are needed to existing infrastructure and what new infrastructure is needed to provide safe and high-quality routes to enable more people to travel by walking, wheeling and cycling.

The project considers 4 key areas of the town which are discussed in further detail overleaf.

1.3.1. Builyeon Road and Ferrymuir.



As part of the Builyeon Road development the current Builyeon Road will be realigned to the south and the existing road will be available as a traffic free route.

There project team has also identified opportunities to reallocate road space as traffic has reduced in the area since the construction of the Queensferry Crossing which include the formation of a segregated cycle track and improved footways along this route.

1.3.2. Echline



Within the Echline Estate area the project is looking to improve the environment and infrastructure to make walking, wheeling and cycling journeys easier and more pleasant. To achieve this a range of measures have been explored to slow traffic and make the walking environment more accessible by upgrading the existing paths in the area.

The feasibility study identified a number of key ways to improve the area with a focus on walking and wheeling conditions:

- upgrading existing paths in the area by improving the path condition, path widths and crossings of roads (including locations of barriers)
- improving connections to the north and south such as paths through to the Builyeon Road corridor and a crossing of Bo'ness Road
- reduce traffic speeds in the residential area with additional raised tables at key crossing points; and
- "tightening" junctions (making the side street entrance narrower) to slow entry and exit to side streets

1.3.3. Viewforth

Similarly in the area around Viewforth Road, the project identified measures to improve conditions to help make walking and wheeling trips towards the town centre easier. People travelling by cycle will also benefit from calmed traffic conditions.

New developments currently under construction are also shown on the map below.



1.3.4. Scotstoun

At Scotstoun Avenue the design work has identified the opportunity to form a segregated cycle track along Scotstoun Avenue along with improved side road pedestrian crossings, illustrated below.



1.4. Summary of Engagement Activity

There have been a range of activities undertaken as part of the project to date in advance of the formal community engagement which launched 6th June 2022. The team engaged with the local Community Council, attending 2 meetings in advance of the engagement process along with a number of meetings with other stakeholders including Transport Scotland, and elected members.

The formal engagement activity was supported with a press release and coverage in the Edinburgh Evening News and on the Edinburgh Live website. Alongside this there was associated social media promotion – with content published on the Council's Facebook and Twitter pages, updated throughout the engagement period. At the start of the engagement period email notifications were issued to all stakeholders and the wider project mailing list, making key project stakeholders aware of the consultation and providing an opportunity for them to provide feedback to the team either directly by email or through the online consultation hub.

To promote the consultation locally and raise further awareness of this stage leaflets promoting the online engagement and the in public engagement session leaflets were distributed to 4000 premises across the town.

Copies of the leaflet promoting the event and extracts from the online questionnaire are included in Appendix A.

Summary of Engagement Activity During Consultation

Leaflet Drop to 4,000 homes in Queensferry	Press release to Edinburgh Evening News / Edinburgh Live website
On site meeting with Community Council	Facebook and Twitter promotion on Council Pages
Promotion on LinkedIN	Email to key stakeholders
In person Engagement Session	

2. Public Engagement Session

2.1. Introduction

A public engagement session was held at Queensferry Community Education Centre on Kirkliston Road on Thursday 30th June 2022 between 3pm and 7pm. The consultation was hosted by members of the Atkins project team along with representatives from The City of Edinburgh Council's Active Travel team and their 20 minute neighbourhoods team. A number of information boards were prepared to share the emerging proposals for the project and a large aerial photo was available for attendees to post, discuss and record specific issues within the Queensferry area. A copy of the consultation material is provided within Appendix B.

2.2. Event Engagement

As outlined above there were a number of staff attending the event able to discuss the project and the emerging plans with the public. Over the course of the event 44 members of the public attended the event and discussed a range of issues with the team, with some of the discussion shown below.



Engagement with attendees

In addition to the discussions attendees were encouraged to interact with the aerial photo image and write comments and feedback on stick notes and attach these in the relevant locations in Queensferry.



Overall View of Comments

2.3. Key findings and feedback

There were a number of comments made during the consultation event with the main feedback relating to:

- General support for investment in walking and cycling;
- Ensuring that the proposals enhance existing provision and connect into the wider active travel routes specifically:
 - Ensure connection to east towards cycle route to Edinburgh;
 - Address 'gap' in network on Hopetoun Road between Stewart Terrace and High Street;
 - Opportunities for connectivity towards Port Edgar
- Concern around traffic impacts of development in Queensferry – make sure proposals don't create additional traffic congestion, can the slip roads to interchange be reopened for local access.
- Making sure that the new Builyeon Road alignment discourages high speed traffic and is suitable for use as a bus route;
- Ensure access to bus stops on Builyeon Road is retained throughout construction and ensure completed links are high quality;
- Make sure informal routes for dog walking are retained where possible; and
- Introduce additional seating areas for rests.

3. Overview of Online Survey Responses

3.1. Introduction

An online survey was hosted on the City of Edinburgh Council consultation hub from 30th May through to 18 July 2022. The survey was publicised on the Council's social media pages, advertised within press releases and on leaflets delivered to 4,000 households in South Queensferry. The next section provides an overview of the survey responses which took the form of specific multiple choice questions and open text responses.

The online survey had a response rate of 310 individuals, including 2 responses on behalf of local organisations. This note provides a summary of the responses received from the survey. These will be broken down by section and by question.

3.2. Demographics

3.2.1. Gender

Individuals were asked "*What is your sex?*". The responses are presented in Figure 3-1.

Figure 3-1 - Sex of Respondents

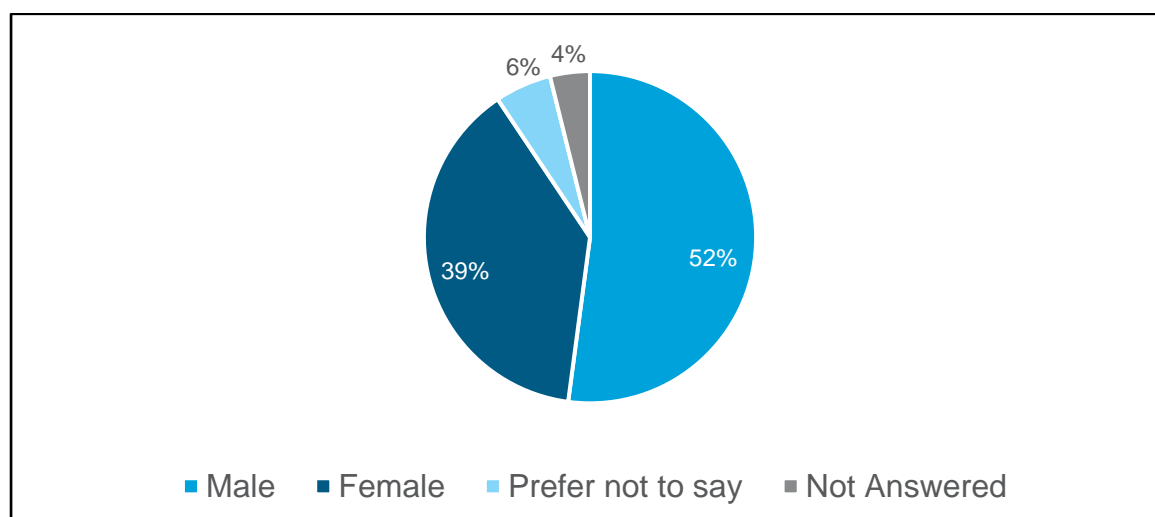


Figure 3-1 shows that the majority of respondents are male (52%, 161). This breakdown differs from the breakdown of population in Edinburgh City Council area, where women made up 51.2% of the population in 2020¹. This will be monitored in future engagement to ensure a cross section of the community in engaged.

¹ <https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/city-of-edinburgh-council-profile.html>

3.2.2. Age

Individuals were asked “*What age bracket do you fit into?*”. A summary of responses is shown in Figure 3-2.

Figure 3-2 - Age Breakdown of Respondents

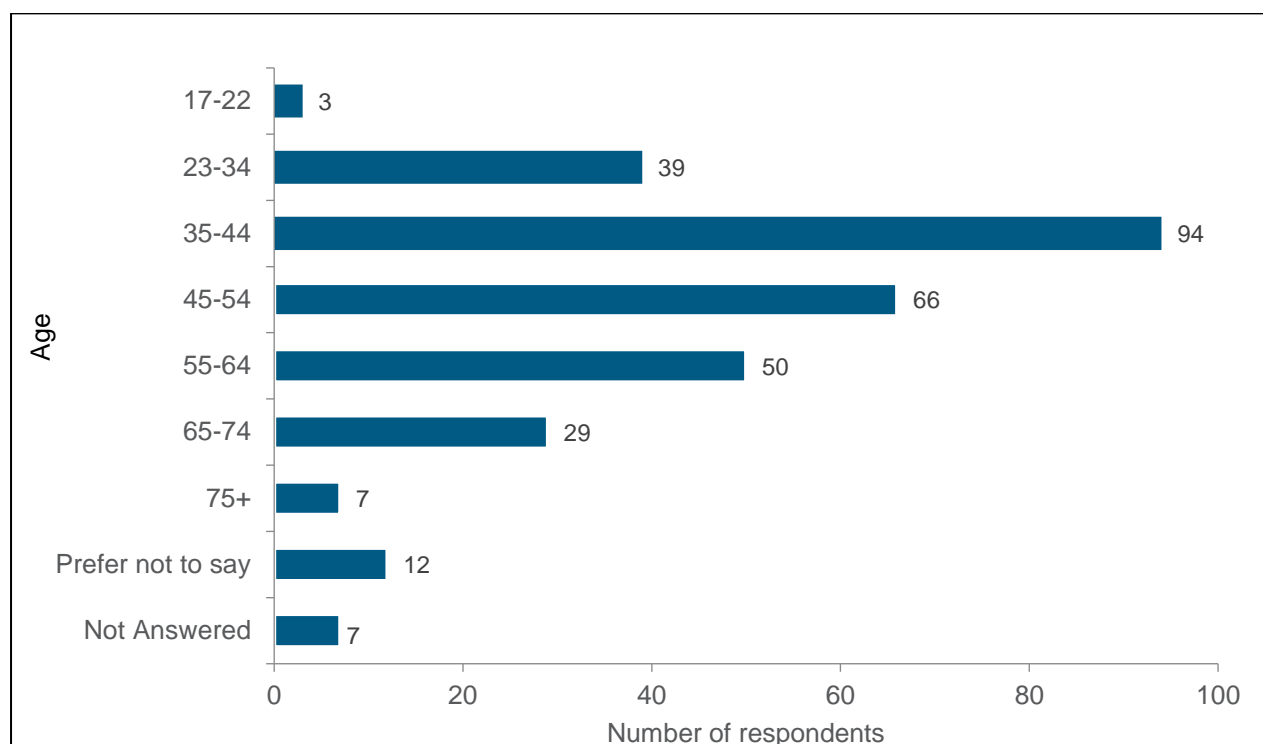


Figure 3-2 shows that the majority of respondents are between 35 and 44 (30%) or 45-54 (21%).

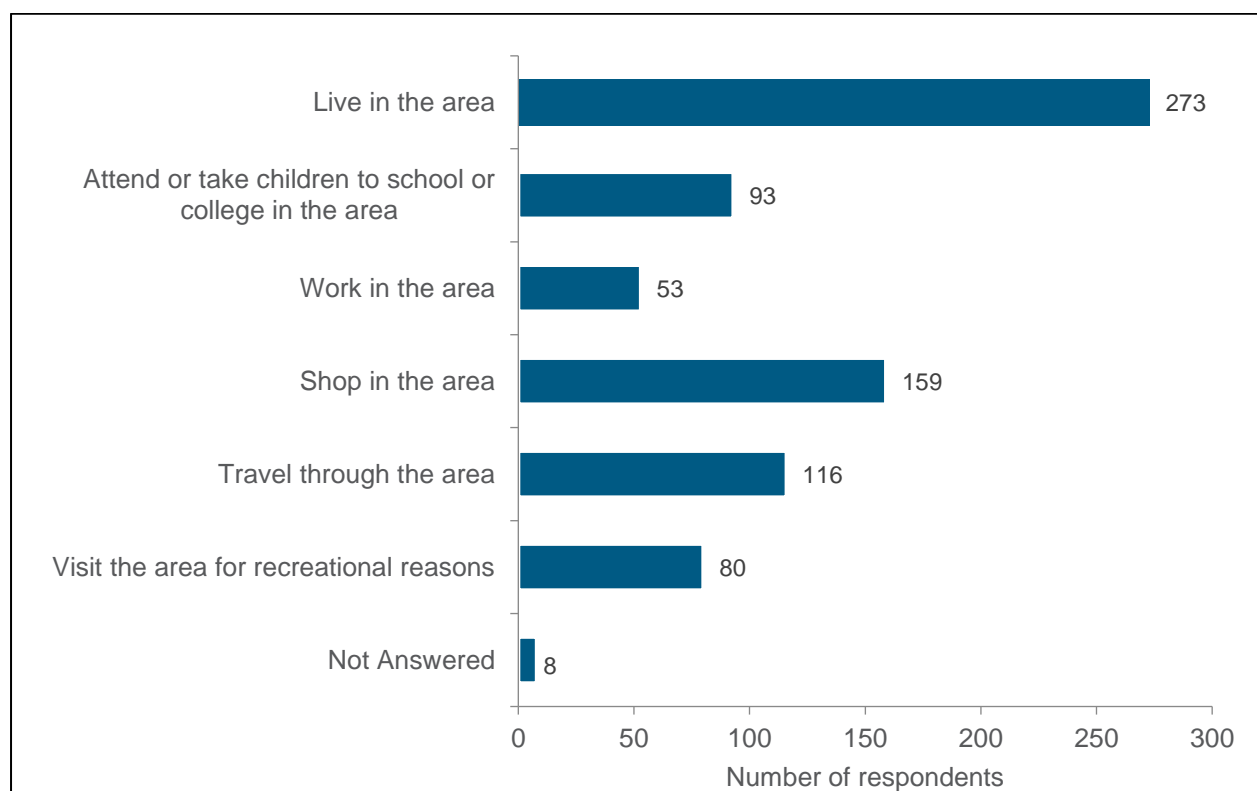
The surveys identify that 51% of respondents were in the 35 - 54 age range, with only 12% of respondents over 65 – council data from 2020 indicates that 35% of the Edinburgh population are age 25 to 44, and 15% are over 65.

3.2.3. Relationship to the Project Area

Individuals were asked “*What is your relationship to the project area?*”. Multiple answers could be selected, and thus percentages will add up to over 100%. A summary of responses is shown in Figure 3-3.

88% of respondents lived in the project area, representing a large majority. 30% of people take their children to school in the area (or attend themselves). Only 17% of respondents indicate that they work within the project area.

Figure 3-3 – Respondents’ relationship to the project area

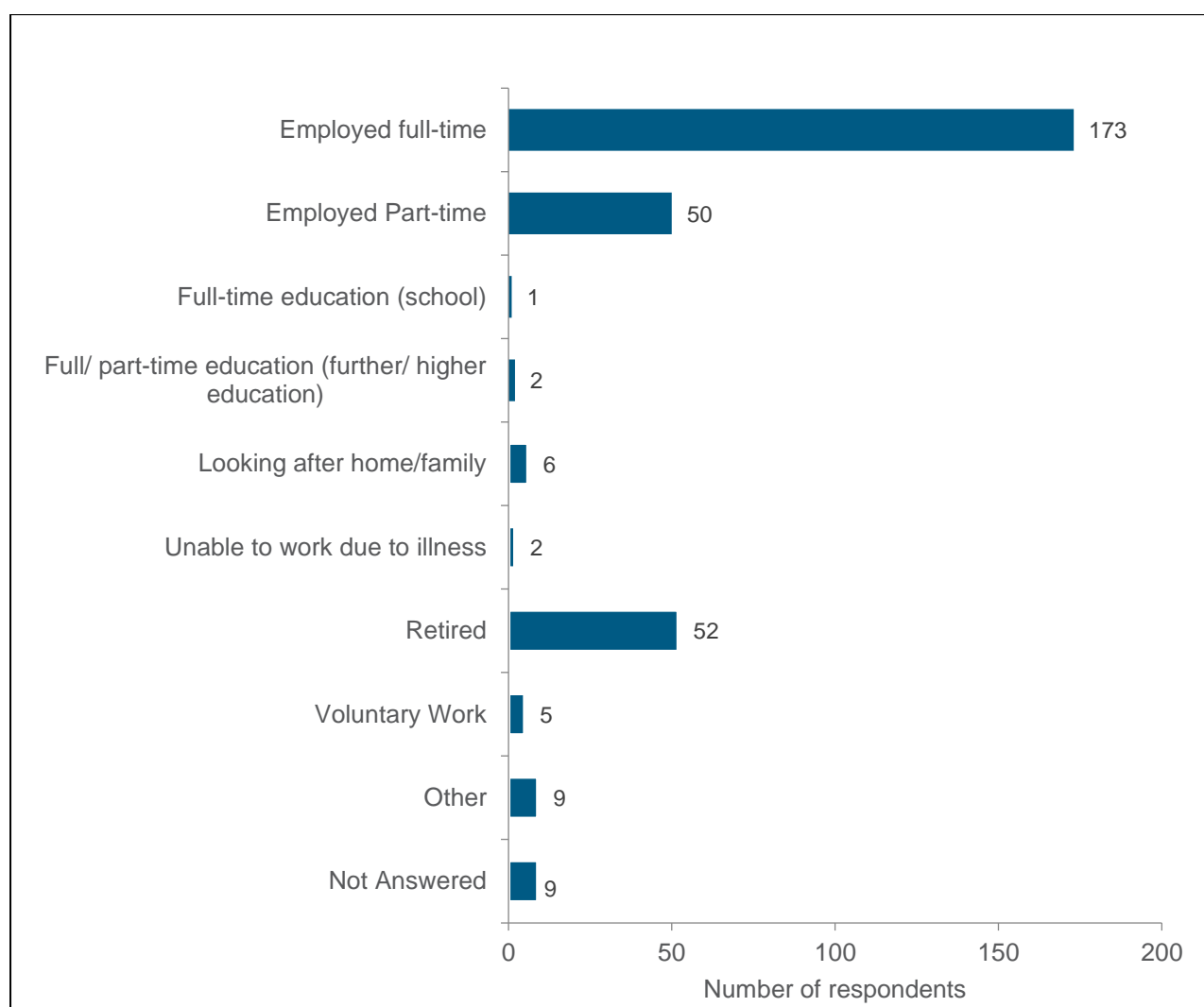


3.2.4. Employment Status

Individuals were asked “Which of the following best describes your working status?”. A summary of responses is shown in Figure 3-4.

The majority of respondents were therefore employed either full time or part time and there was a particularly low response rate from those within fulltime education. This suggests that moving forward there would be merit in specifically focussed engagement on the detailed design proposals with the schools within Queensferry.

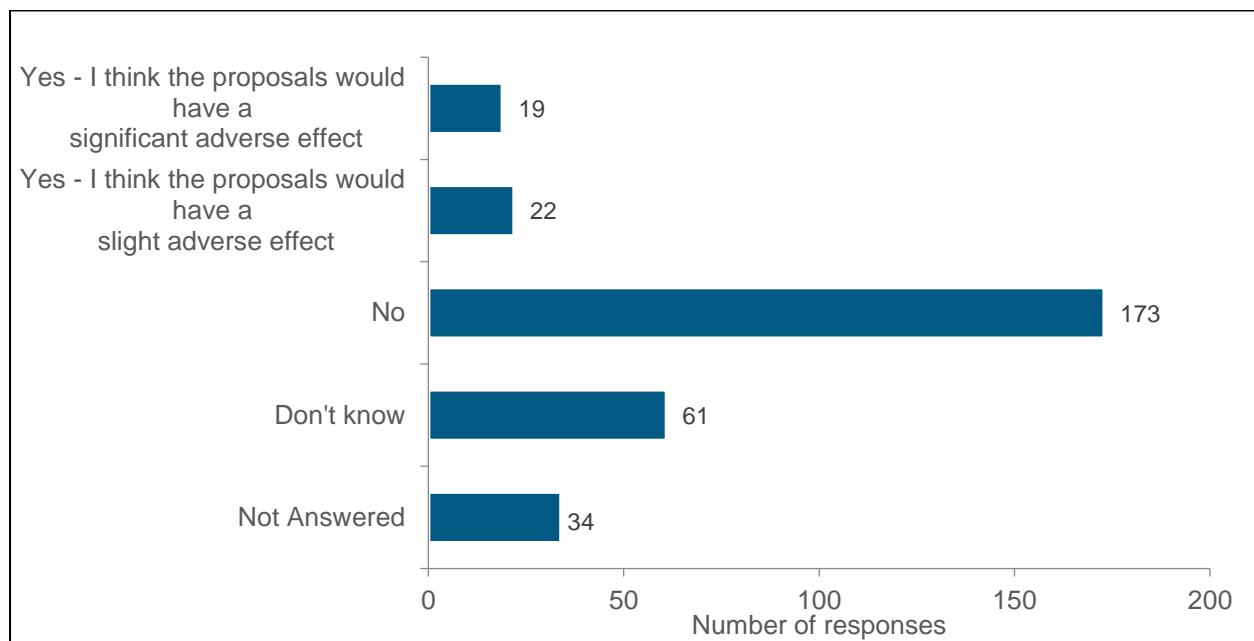
Figure 3-4 – Employment Status of Respondents



3.2.5. Accessibility Needs

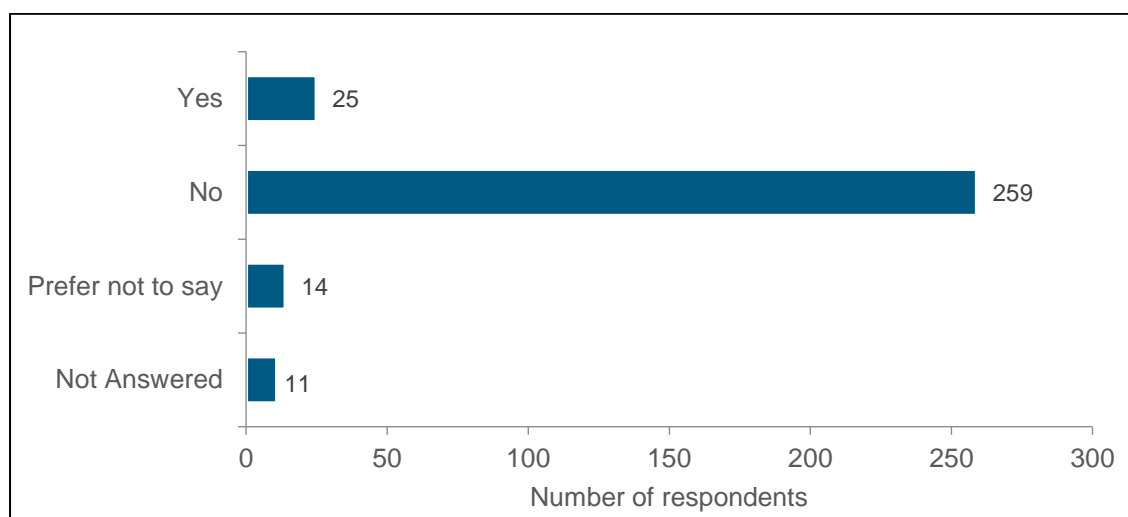
The vast majority of respondents indicated that the proposals would not have a negative impact on their accessibility with less than a quarter indicating this. One aspect of this will relate to the increased distance to bus stops on Builyeon Road as a result of the realignment, which was raised in free text responses and the at the consultation event, as were concerns more broadly about the condition of existing roads and paths and traffic movements in the area – more as a result of development than the project specific proposals.

“Do you believe that any of these proposals would adversely affect you or those represented by your organisation, for example, due to accessibility needs?”



The answers below show that the survey did capture some data from those who have mobility issues and therefore there can be considered to be some representation within the survey responses of those groups.

“Do you have a long term illness or disability that limits your daily activities and travel options?”



3.3. Travel

3.3.1. Existing Travel Modes

Individuals were asked “*What is your usual main mode of travel for local journeys within or to the project area?*” A summary of the responses is shown in Figure 3-5.

Figure 3-5 - Means of transport used to travel locally

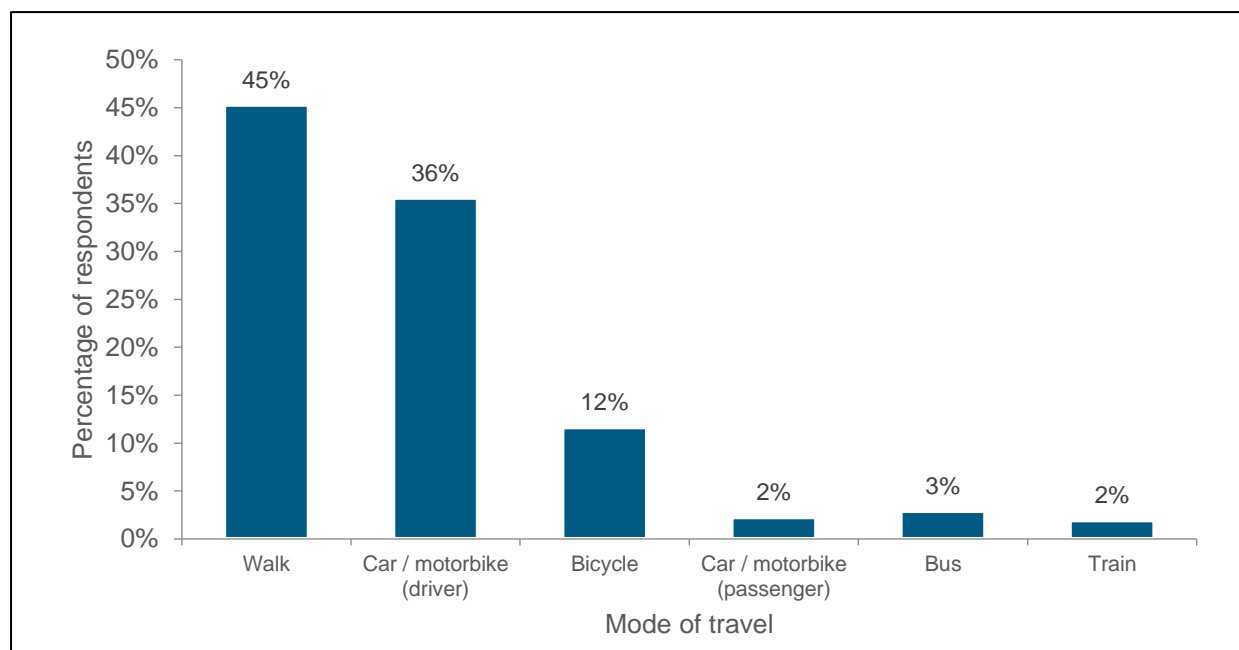
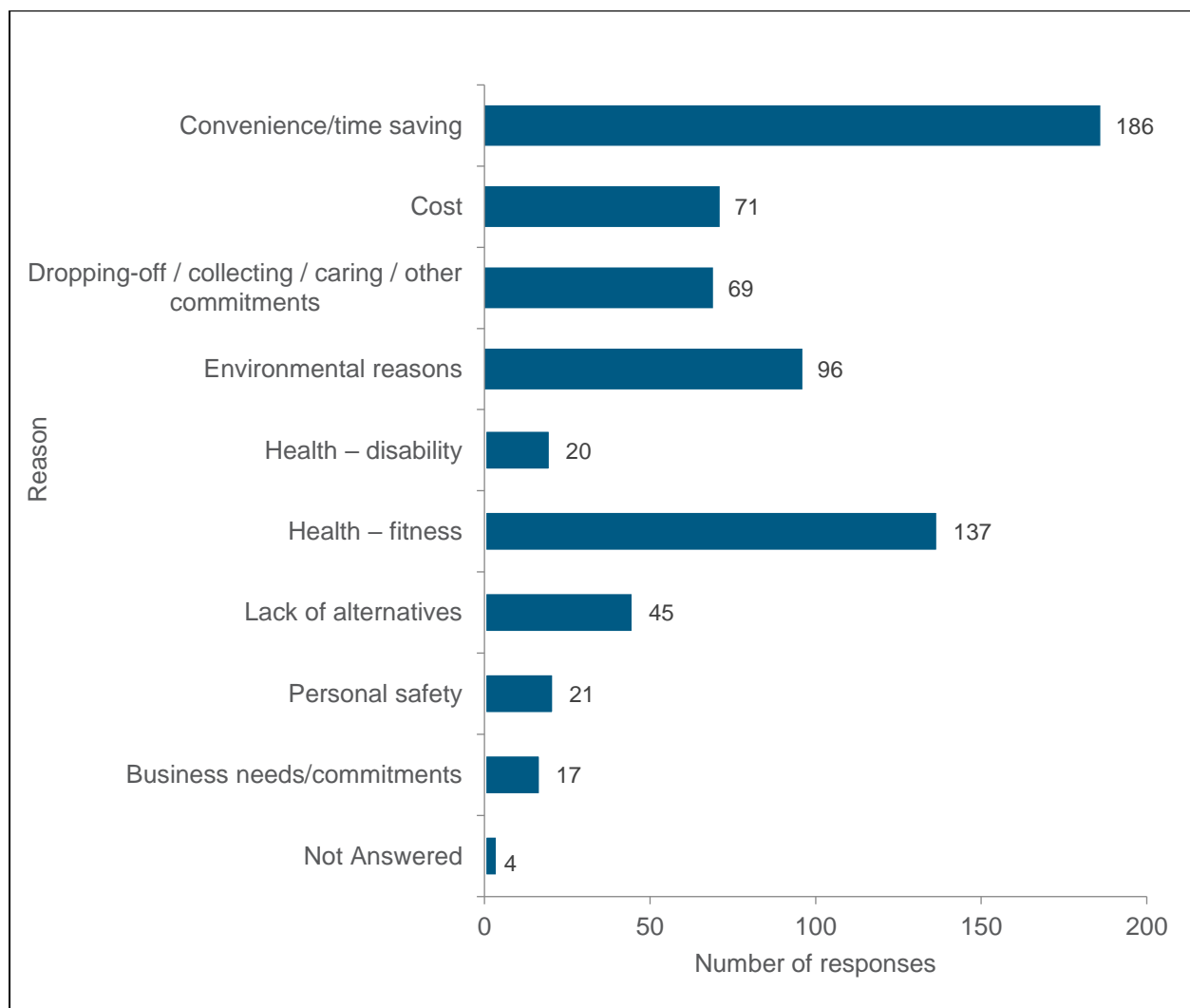


Figure 3-5 shows that walking was the most popular mode of travel, with 45% of respondents indicating that they use this mode. Car or motorbike travel is also a popular option, with 36% of respondents indicating a preference for driving. Bicycles are used by 12% of respondents. Other transport modes returned low numbers of respondents. When asked for other modes of transport not listed, several responses of walking with a pram or buggy were returned.

Individuals were also asked “*Why do you use this mode of travel?*” with regards to their primary transport mode. A summary of the responses is shown in Figure 3-6. Respondents could select multiple answers.

Figure 3-6 – Reason for using primary transport method

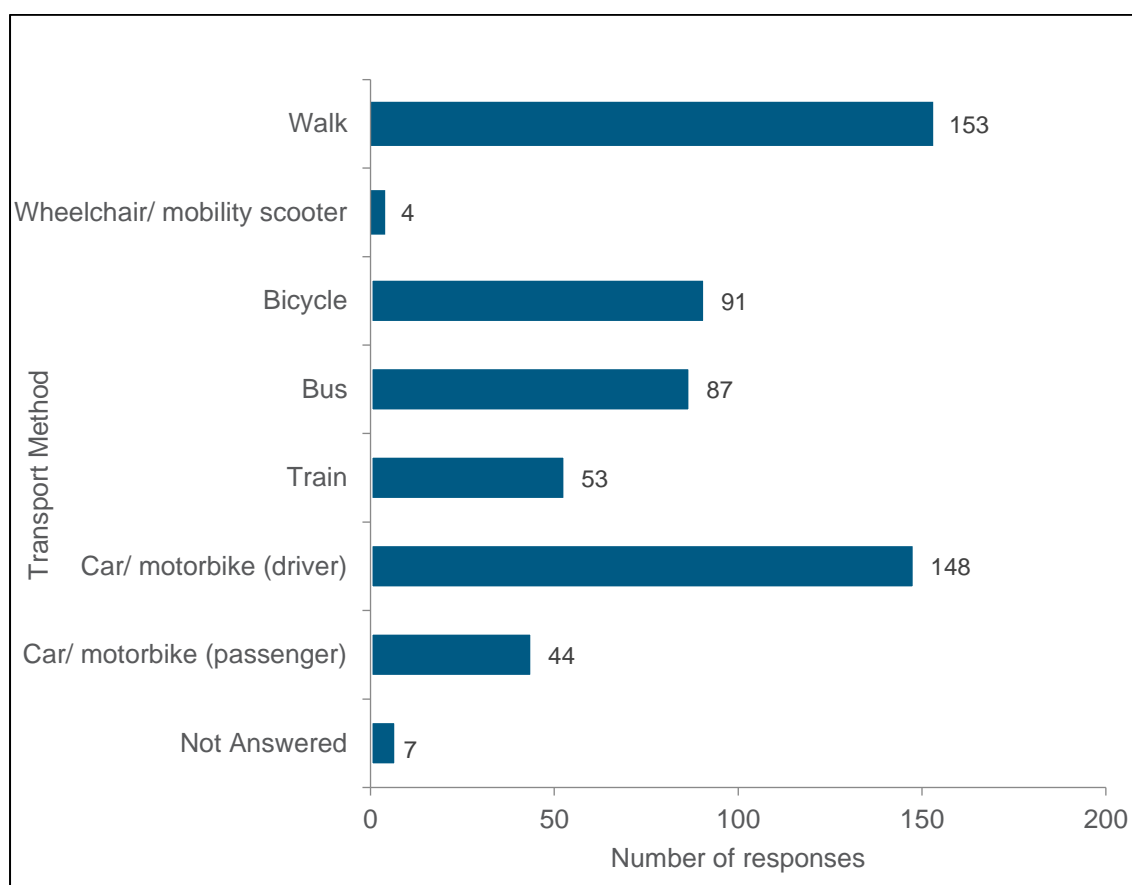


The most common reason given for using the respondents' primary transport method was convenience or time saving, which was selected by 60% of people. Fitness was selected by 44% of people, typically those who walked or cycled to their destinations; in most cases these people also selected car travel as a secondary travel method however. There was also a large overlap between fitness and environmental reasons, the latter selected by 31%. Other common responses include cost (23%) and dropping-off or collecting others (22%). Only 15% of people selected lack of alternatives, highlighting that the majority of people feel that they have multiple choices for their travel.

Twenty five additional comments were included by respondents, which included:

- An unwillingness to walk due to the hilly streets or because they are carrying shopping;
- An unwillingness to cycle due to danger caused by other road users;
- Limited parking places in Queensferry;
- Severance issues between Dalmeny and Queensferry;
- Preferring to walk due to the pleasant walking environment;
- Bus journey times are too long.

Figure 3-7 – Secondary transport methods



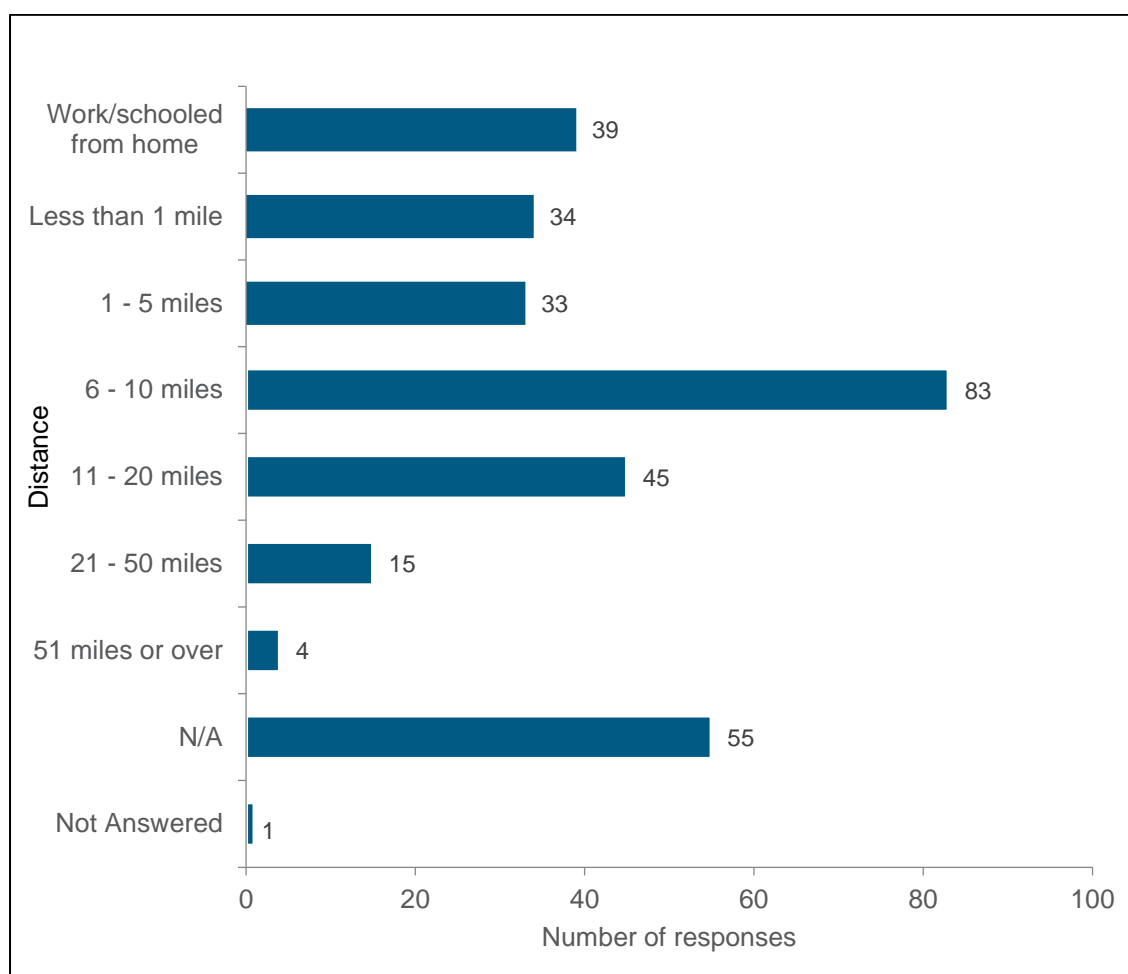
Respondents were also asked for any secondary transport methods that they regularly use for local journeys within the project area. Figure 3-7 shows the number of responses for each transport method.

92 of the responses who stated that car driving was their primary method of travel indicated that walking was their secondary method. Similarly, 109 people who stated that walking was their primary method indicated that car driving was their secondary method of travel. In total, 242 of the 310 (78%) respondents had driving a car as either their primary or secondary travel method. Walking was selected as a primary or secondary method by 272 of the 310 respondents (88%).

3.3.2. Commuting to Work and School

Individuals were asked “*How far do you usually travel to work/school?*” A summary of the responses is shown in Figure 3-8. The most common response was in the 6-10 mile range (27%). Short range trips (<5 miles) represented 22% of trips, while longer trips (>10 miles) represented a similar 21% of trips. 30% of those polled indicated that they either worked from home or were homeschooled, or did not provide an answer. It is expected that many of those who did not answer are retired.

Figure 3-8 – Distance travelled to work or school



Respondents were asked to provide comments about their current journey to work or school. 127 responses were received, which covered the following common themes:

- Crossing Bo'ness Road as a pedestrian is difficult / asking for a pedestrian crossing (17 responses);
- No bus routes or trains to desired destinations (15 responses);
- Train travel is unreliable/expensive (14 responses);
- Wishing to cycle but feeling unsafe on the roads (11 responses);
- Paths around Echline are uneven and difficult to navigate with a wheelchair or pushchair (10 responses);
- Station Road is too busy during school dropoff and pickup / too many vehicles routed onto a road with multiple schools (9 responses);
- Journey choice affected by summer 2022 train timetable disruptions (8 responses);
- Bus lanes on the A90 cause traffic tailbacks (8 responses);
- Potholes cause issues for cars and cyclists (8 responses);
- More pedestrian crossings are needed near schools (6 responses, overlap with Bo'ness Road comments);
- Street parking and/or school dropoffs limits useable roadwidth and generates tailbacks (5 responses);
- Issues are caused by parked cars along the bus routes and around schools (5 responses, overlap with Bo'ness Road comments);
- Cyclists use roads despite adjacent cycle paths (5 responses);
- Slower speed limits requested near schools (4 responses);
- Speed limits are not respected by road traffic (4 responses);

- Old railway line from Dalmeny is well-used but is poorly surfaced (4 responses);
- NCN Route 1 is unsafe / has a lack of cycle segregation from traffic (3 response);
- Confusing cycle path layouts (3 responses);
- Bus journey times are too slow (3 responses);
- “Tesco roundabout” feels unsafe to cycle through (3 responses);
- Cycle routes have poor lighting (3 responses).

The most common thread in these responses are issues with Station Road. Queensferry High School, St Margaret’s RC Primary School, and Dalmeny Railway Station are all situated on this road, with Queensferry Primary situated adjacent to it. The received comments particularly highlighted the lack of pedestrian crossing options along Station Road, causing difficulty to children and families. The pavement quality was also criticised by several people who highlighted the tripping hazards caused by an uneven surface, and the narrow widths caused by vegetation or parked vehicles. The road surface was also criticised by many responses. Additional comments highlighted that during school pick up and drop off times, this street suffers from traffic gridlock due to parked vehicles that reduce the road to one lane of moving traffic. Buses and through traffic commonly use this route, exacerbating the previously stated issues.

General comments about public transport included concerns that trains were too expensive and too unreliable. Several responses stated a lack of services to their desired destinations. Recent disruptions in services were also cited as an issue for commuters. Responses on bus travel tended to focus on a lack of direct services to destinations; comments on reliability or price were less common.

Many people stated that they wished to cycle more, but felt that the roads in and around Queensferry were too unsafe at present. Other road users and potholes were the most frequently cited reasons for this hesitation. Specific concerns were raised about the poor surface on the old railway line from Dalmeny, and the lack of cycle segregation on NCN Route 1.

3.3.3. Key Destinations

Respondents were asked “What do you consider are the key destinations for residents and visitors within the South Queensferry/ Dalmeny area?” Multiple responses could be selected. A summary of the responses is shown in Figure 3-9 for residents and Figure 3-10 for visitors.

The most common response for residents’ destination were the local supermarkets, stated as a key destination by 90% of respondents. Schools were the next most common response, cited by 84%. Dalmeny Railway Station was named by 77% of people. The town centre and doctors’ surgeries were also cited by above 70%.

For visitors, the most commonly cited destination was the town centre, stated by 91% of respondents. Dalmeny Railway Station was also cited by 67% of respondents. Supermarkets were cited by 17%; all other suggested answers were chosen by a small amount only. Respondents could provide their own suggestions for this question; the most common answers were the Forth Road Bridge, Port Edgar, Dalmeny Estate and the Forth waterfront.

Figure 3-9 – Key destinations for residents

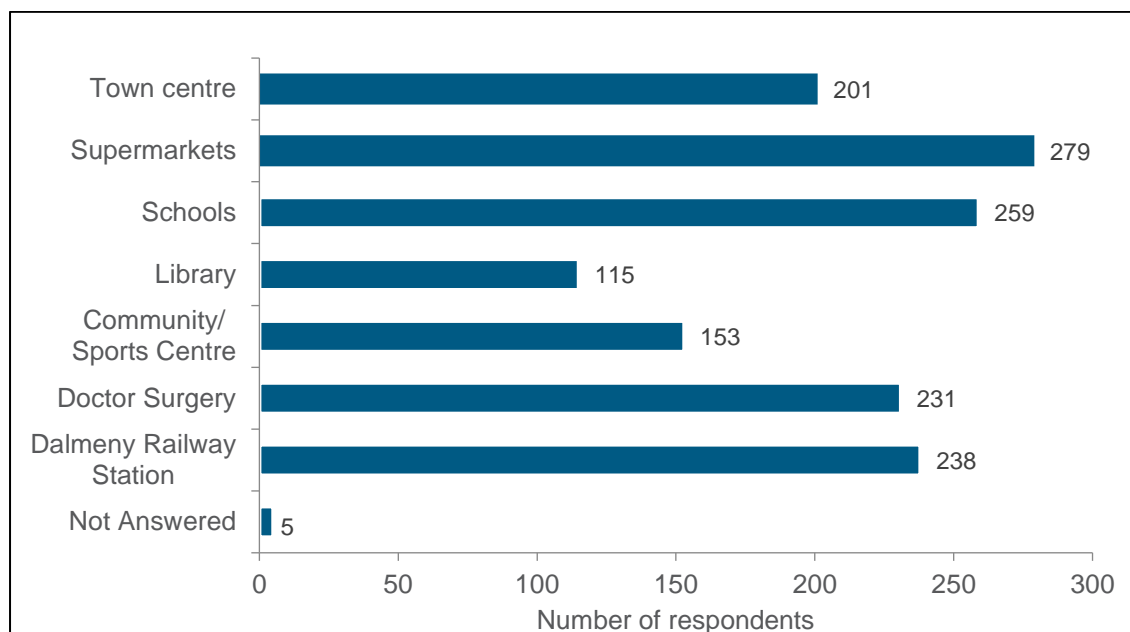
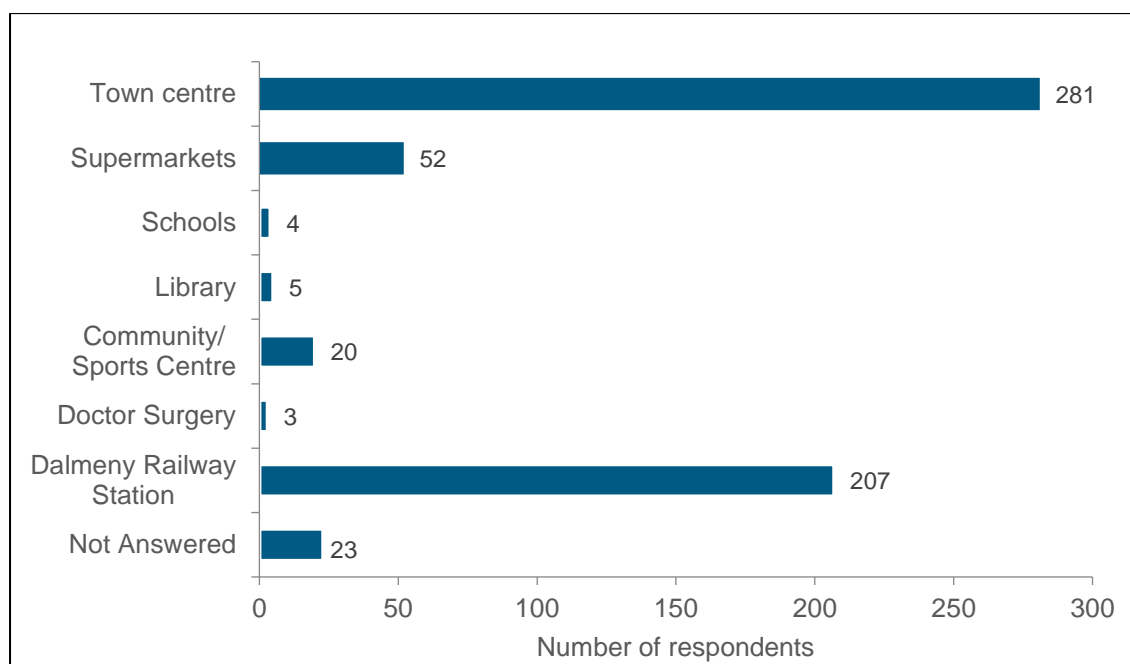


Figure 3-10 – Key destinations for visitors



3.4. Proposal Approval

3.4.1. Echline

Respondents were asked “*To what extent do you agree with the proposed approach to improve walking, wheeling and cycling conditions in the Echline area?*”. The responses are shown in Figure 3-11.

Most people either strongly agreed (32%) or agreed (31%) with the proposals, with 17% having a neutral response. Only 17% had a negative view of the proposals (9% disagree; 8% strongly disagree).

Figure 3-11 – Respondents’ opinion of the proposed approach in Echline

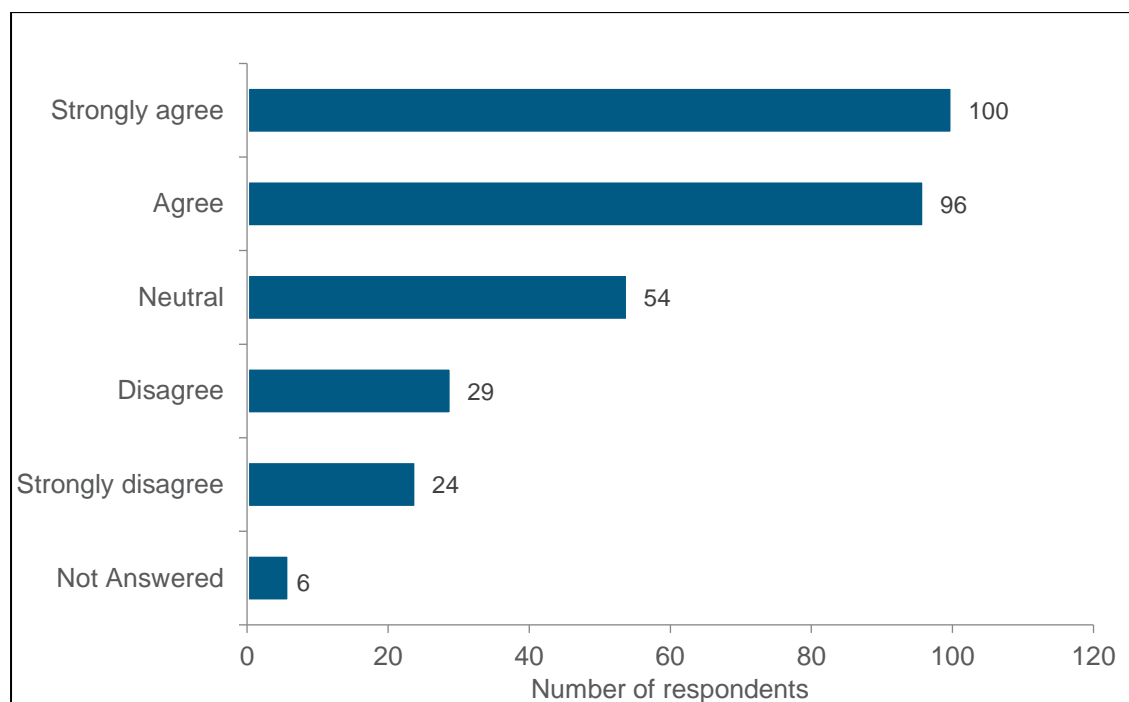
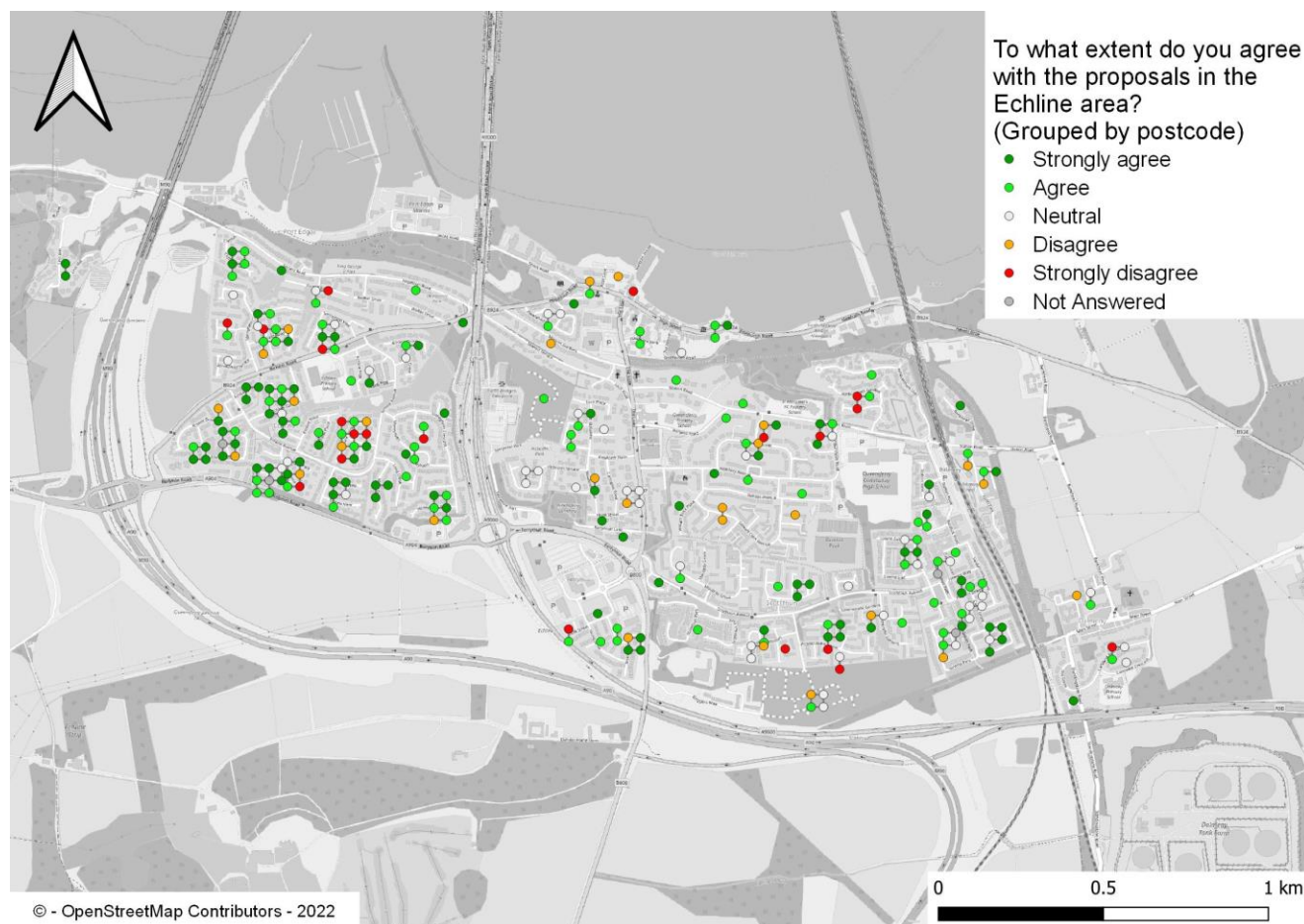


Figure 3-12 shows a graphical representation of respondent's approval of the proposed changes to the Echline area. This image only shows responses from those who provided their postcode in the survey and live in the South Queensferry area (269/309; 87% of respondents). No significant deviation from these trends was noted in the responses that did not provide a postcode, or those who live further afield.

111 responses were received from those living in Echline. Of these, 79 agreed or strongly agreed with the proposals (71%).

Figure 3-12 – Respondents’ opinion of the proposed approach in Echline - Graphical



The survey asked respondents to indicate to what extent they agreed with the proposed approach to improve the walking, wheeling, and cycling conditions. The main themes that were observed were as follows:

- Specific comments on the poor condition of the footpaths, especially near schools (24 responses);
- Disagreement with the realignment of Builyeon Road (17 responses);
 - Forcing more traffic onto Bo'ness Road
 - Causing unpleasant traffic levels in the new housing developments
 - Causing more HGV and bus traffic
 - Longer bus journey times
 - Safety concerns, especially around schools
- Reiterated approval of the proposed measures (17 responses);
- A desire for further walking and cycling enabling measures to be brought in at other locations
 - Kirkliston Road
 - Scotstoun Avenue
 - Hopetoun Road
 - Bo'ness Road (segregated cycling and connectivity with Echline specifically)
- Disagreements with the tightening of junctions (13 responses);
- Widening the pavement will reduce the available area for children to play in (7 responses);
- Agreement with reduced traffic speeds (6 responses);
- Desire for speed limit enforcement (6 responses);
- Desire for more connectivity between proposals (5 responses);
- Desire for more crossings on Bo'ness Road and Builyeon Road (5 responses);

- Desire for segregated cycling as opposed to speed reduction (5 responses);
- Disagreements around 20mph speed limits (5 responses);
- Comments that too many houses are being built in the area (5 responses);
- Desire for better access between Tesco and the new estate;
- Concerns about the number of trees that will be felled;
- Disagreement about speed bumps and raised tables;
- Desire for segregated cycling on Builyeon Road specifically;
- Desire for a crossing on Echline Avenue adjacent to the play park;
- Comment that consideration should be taken to consult directly with residents who access their gardens from the paths named in the proposals;

Respondents were then asked to rank the three proposals they would most like to see delivered in the Echline area. Figure 3-13 shows a graphical representation of this ranking. The first, second, and third choice were awarded three, two, and one point respectively from each respondent. A weighted average was then calculated to create a comparative scoring system where a higher score represents a more favourable measure. The exact number of people who chose each priority is shown in Table 3-1.

The most favoured proposal aligns with previously seen comments; where respondents wish for improved path surfaces in the Echline area. Segregated cycle paths and widened footways are also requested.

Figure 3-13 – Ranking of respondent’s favoured measures in Echline

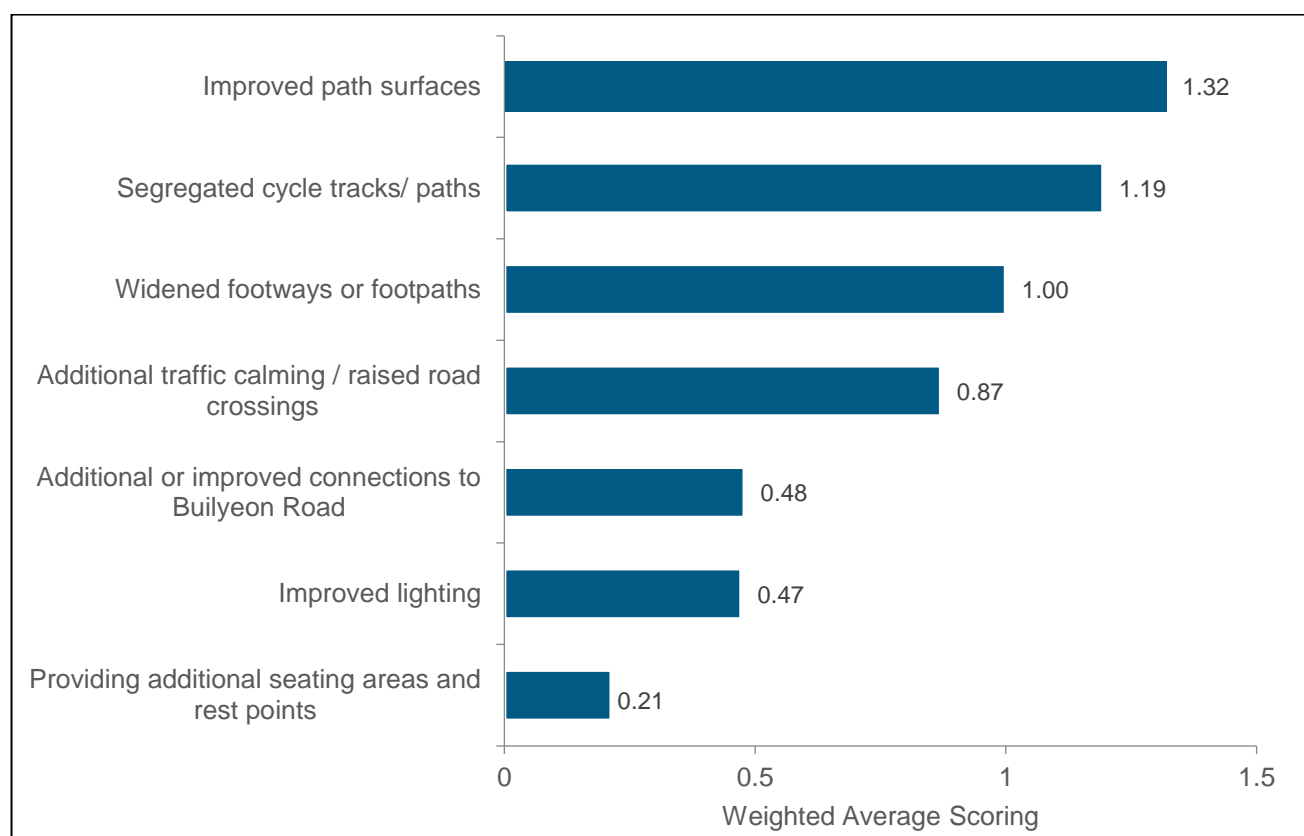


Table 3-1 - Ranked choice preference - Echline

	1st Priority	2nd Priority	3rd Priority
Improved path surfaces	93	46	37
Segregated cycle tracks/ paths	76	50	41
Widened footways or footpaths	33	76	58
Additional traffic calming / raised road crossings	49	41	40
Additional or improved connections to Builyeon Road	18	27	40
Improved lighting	14	33	38
Providing additional seating areas and rest points	7	12	21

The respondents were asked at this point whether they had any additional comments related to suggest improvements for walking, wheeling and cycling in the Echline area. There was significant overlap with the previous responses, but the main themes that were observed were as follows:

- Desire for cycle paths segregated from pedestrians (18 responses);
- Comments on poor footpath quality in Echline (12 responses);
- Desire for improved footway access to Tesco (7 responses);
- Desire for enforced speed limits (5 responses);
- Comments on improving crossing facilities on Builyeon Road;
- Desire for widened footways;
- Comments on vehicles parking on pavements;
- Desire for improved connectivity through Echline;
- Desire for more rest points for pedestrians;
- Desire for improved crossing facilities on Bo'ness Road;
- Desire for an extended footway from the northern spur of Echline View to the southern spur;
- Desire for the plans to undergo consultation with RNIB and Guide Dogs Scotland.

Finally, respondents were asked if there were specific locations or issues within Echline that they believed should be examined within this study. Common responses are summarised below:

- Bo'ness Road – lack of crossings, high traffic speed, no segregated cycle path;
- Builyeon Road – fast traffic, no crossing to get to Tesco, poor cycling provision, hard to access bus stops, trees have been felled despite assurance from home builders that this would not happen;
- Echline Avenue – areas with no footway, internal paths;
- Springfield View – poor footpath quality;
- Access to the Forth Road Bridge – narrow, dark, overgrown
- Consistent comments that all footpaths in Echline require work;
- Zebra crossing on Echline Gardens;
- Footpaths near Echline play park;
- The tight bend on the footpath between Echline Avenue and Echline Park.

3.4.2. Builyeon Road / Ferrymuir Corridor

Respondents were asked “*To what extent do you agree with the proposed approach to improve walking, wheeling and cycling conditions on the Builyeon Road / Ferrymuir corridor?*”. The responses are shown in Figure 3-14.

Most people either strongly agreed (43%) or agreed (29%) with the proposals, with 9% having a neutral response. Only 17% had a negative view of the proposals (9% disagree; 8% strongly disagree).

Figure 3-14 – Respondents’ opinion of the proposed approach on the Builyeon Road / Ferrymuir corridor

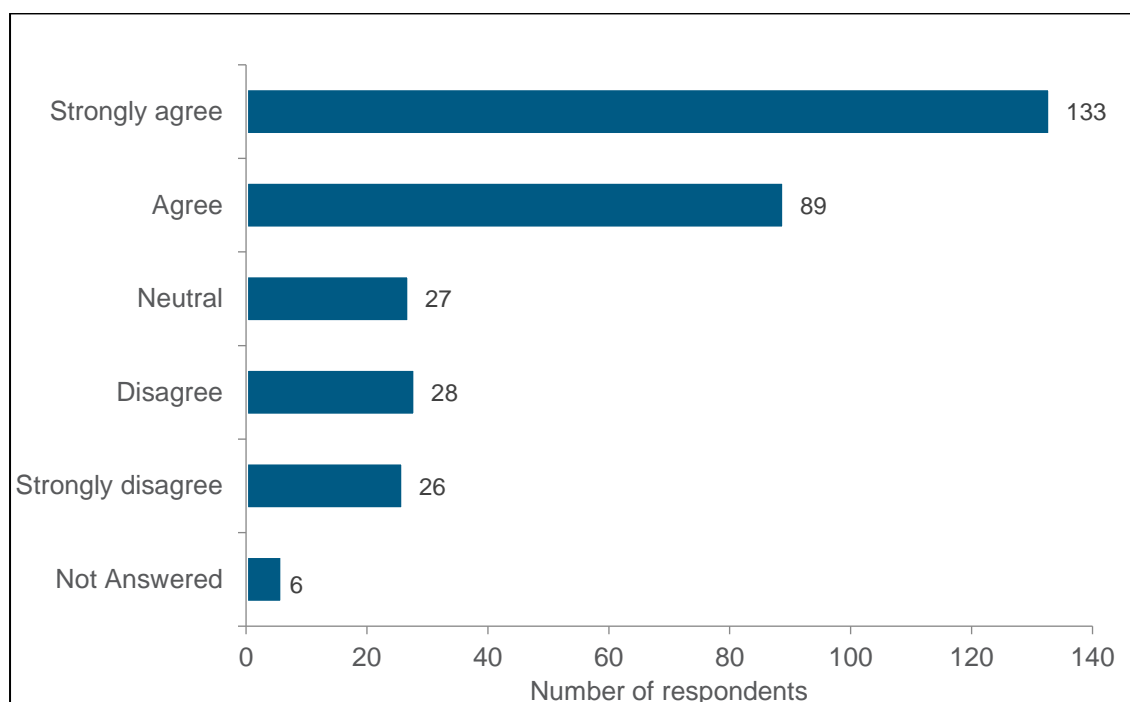
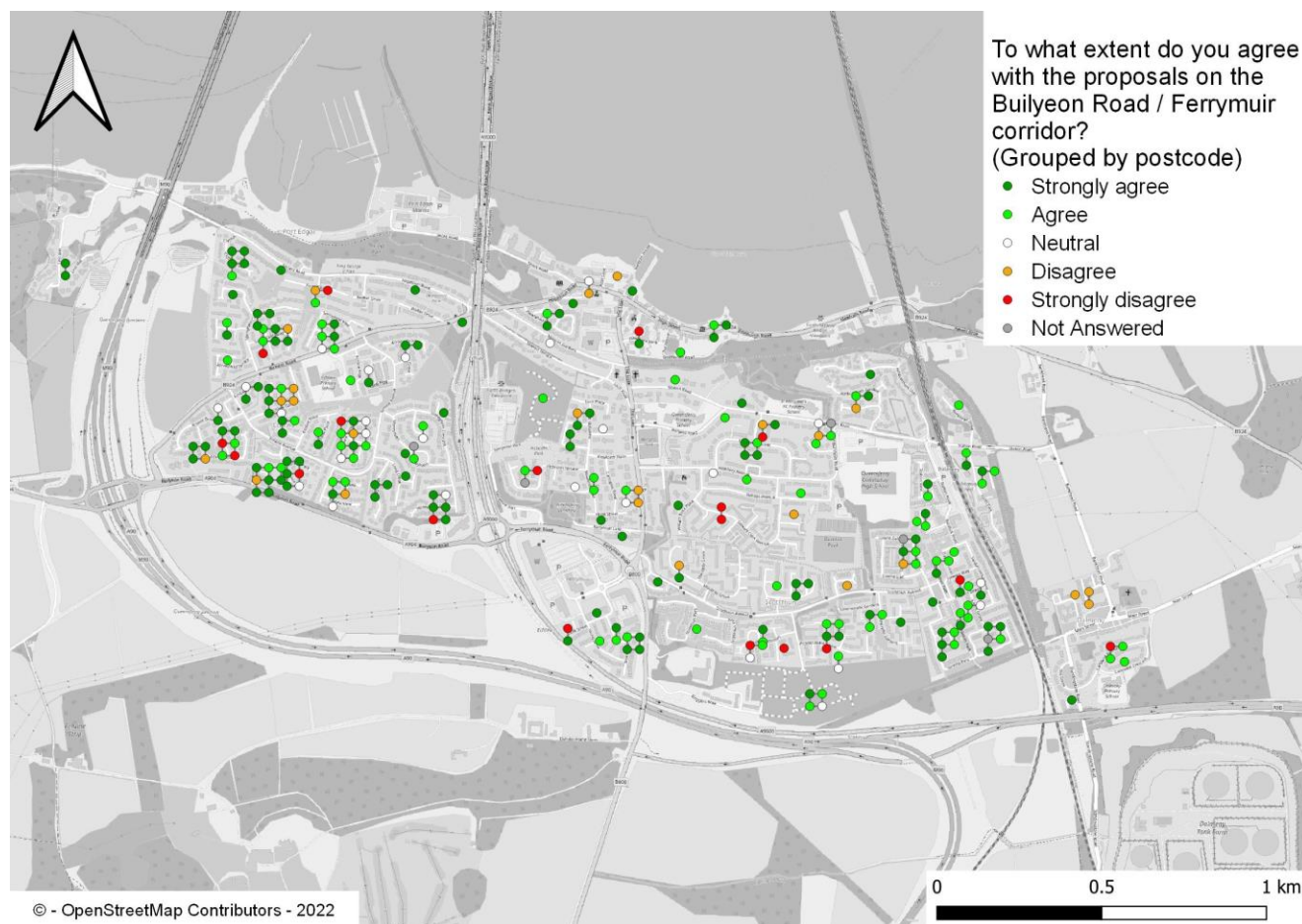


Figure 3-15 shows a graphical representation of respondent's approval of the proposed changes to Builyeon Road and the Ferrymuir corridor. This image only shows responses from those who provided their postcode in the survey and live in the South Queensferry area (269/309; 87% of respondents). No significant deviation from these trends was noted in the responses that did not provide a postcode, or those who live further afield.

Figure 3-15 – Respondents’ opinion of the proposed approach on the Builyeon Road and Ferrymuir Corridor - Graphical



The survey asked respondents to indicate to what extent they agreed with the proposed approach to improve the walking, wheeling, and cycling conditions. The main themes that were observed were as follows:

- Concern about redirecting Builyeon Road traffic (26 responses);
- General supportive comments (20 responses);
- Concern about current lack of pedestrian crossing on Builyeon Road;
- Asking for enforced speed limits on this corridor;
- Concern about whether Builyeon Road can handle additional traffic from new housing;
- Asking for more greenery on the route.

Respondents were then asked to rank the three proposals they would most like to see delivered on the Builyeon Road and Ferrymuir corridor. Figure 3-16 shows a graphical representation of this ranking, following the previously established ranking system. The exact number of people who chose each priority is shown in Table 3-2.

The most favoured proposal aligns with previously seen comments; where respondents wish for segregated cycle paths. Reallocation of road space and improved path surfaces are also requested.

Figure 3-16 – Ranking of respondent’s favoured measures on the Builyeon Road and Ferrymuir corridor

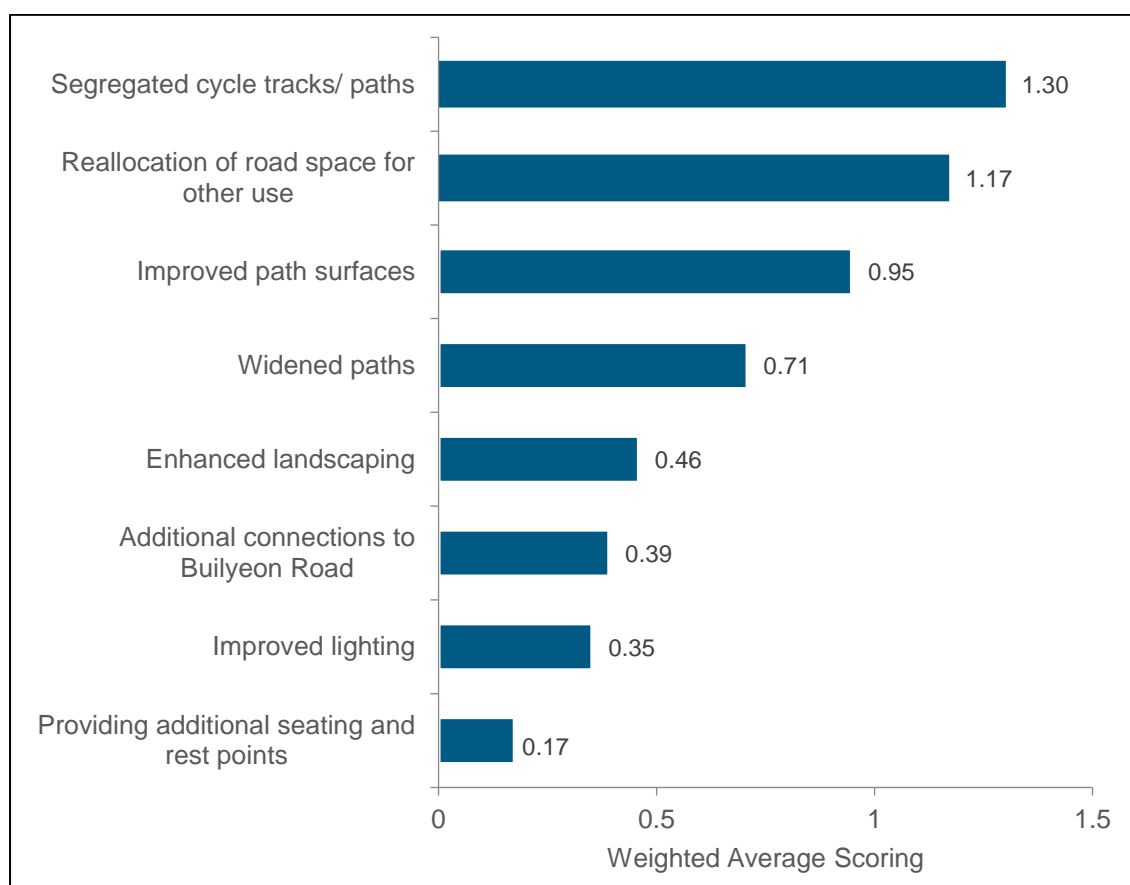


Table 3-2 - Ranked choice preference - Builyeon Road and Ferrymuir corridor

	1st Priority	2nd Priority	3rd Priority
Segregated cycle tracks/ paths	75	70	37
Reallocation of road space for other use	84	42	26
Improved path surfaces	58	39	41
Widened paths	27	46	46
Enhanced landscaping	12	23	60
Additional connections to Builyeon Road	18	21	25
Improved lighting	13	24	22
Providing additional seating and rest points	3	18	9

The respondents were asked at this point whether they had any additional comments related to suggest improvements for walking, wheeling and cycling on Builyeon Road and the Ferrymuir corridor. There was significant overlap with the previous responses, but the main themes that were observed were as follows:

- Dog waste bins;
- Accessible bus stops;
- Additional tree planting;
- Better lighting for footways;
- Improved play parks;

The survey then asked respondents what types of measures they would like to see introduced on Builyeon Road to improve the public realm. Figure 3-17 shows a graphical representation of this ranking, following the previously established ranking system. The exact number of people who chose each priority is shown in Table 3-3.

The most favoured proposal was the introduction of natural vegetation planting and habitat creation. Play areas and additional informal paths were also highly requested.

Figure 3-17 – Ranking of respondent’s favoured public realm measures on Builyeon Road

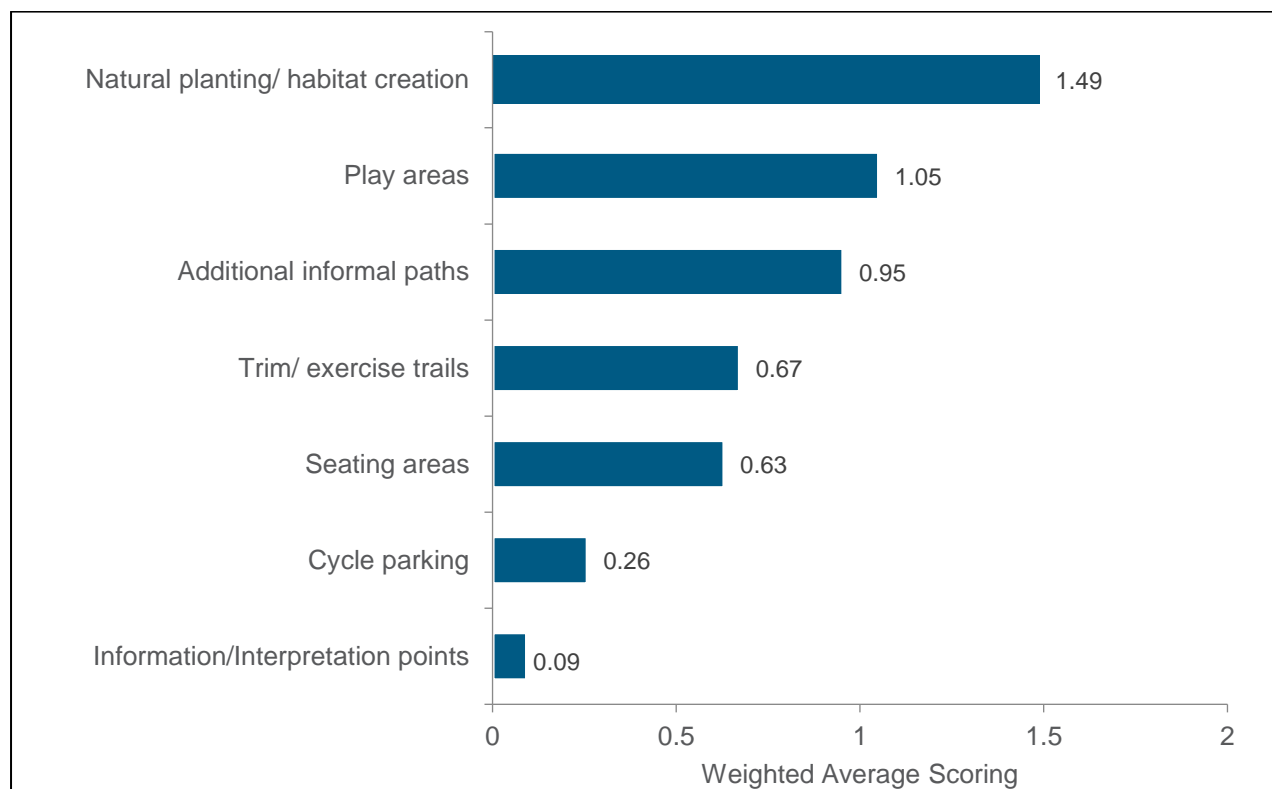


Table 3-3 - Ranked choice preference – Builyeon Road public realm improvements

	1st Priority	2nd Priority	3rd Priority
Natural planting/ habitat creation	93	61	59
Play areas	66	45	37
Additional informal paths	55	42	46
Trim/ exercise trails	23	56	27
Seating areas	20	40	55
Cycle parking	15	11	13
Information/Interpretation points	2	6	11

3.4.3. Viewforth

Respondents were asked “*To what extent do you agree with the proposed approach to improve walking, wheeling and cycling conditions in the Viewforth area?*”. The responses are shown in Figure 3-18.

Most people either strongly agreed (28%) or agreed (33%) with the proposals, with 21% having a neutral response. Only 12% had a negative view of the proposals (9% disagree; 8% strongly disagree).

Figure 3-18 – Respondents’ opinion of the proposed approach in Viewforth

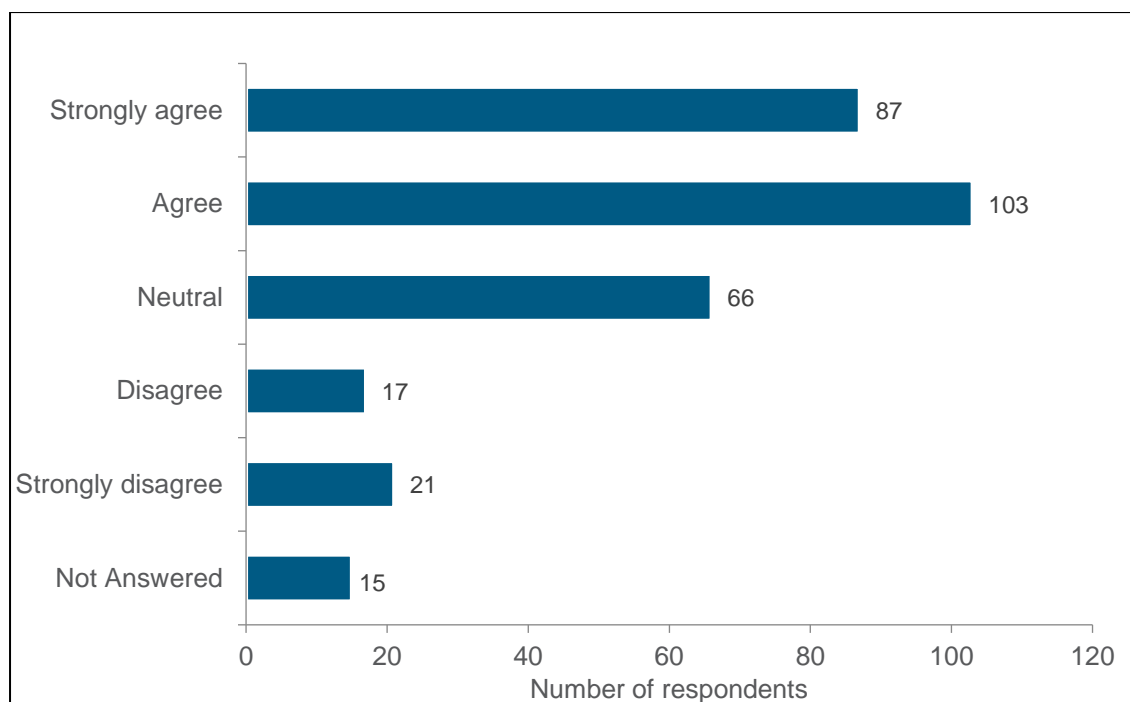
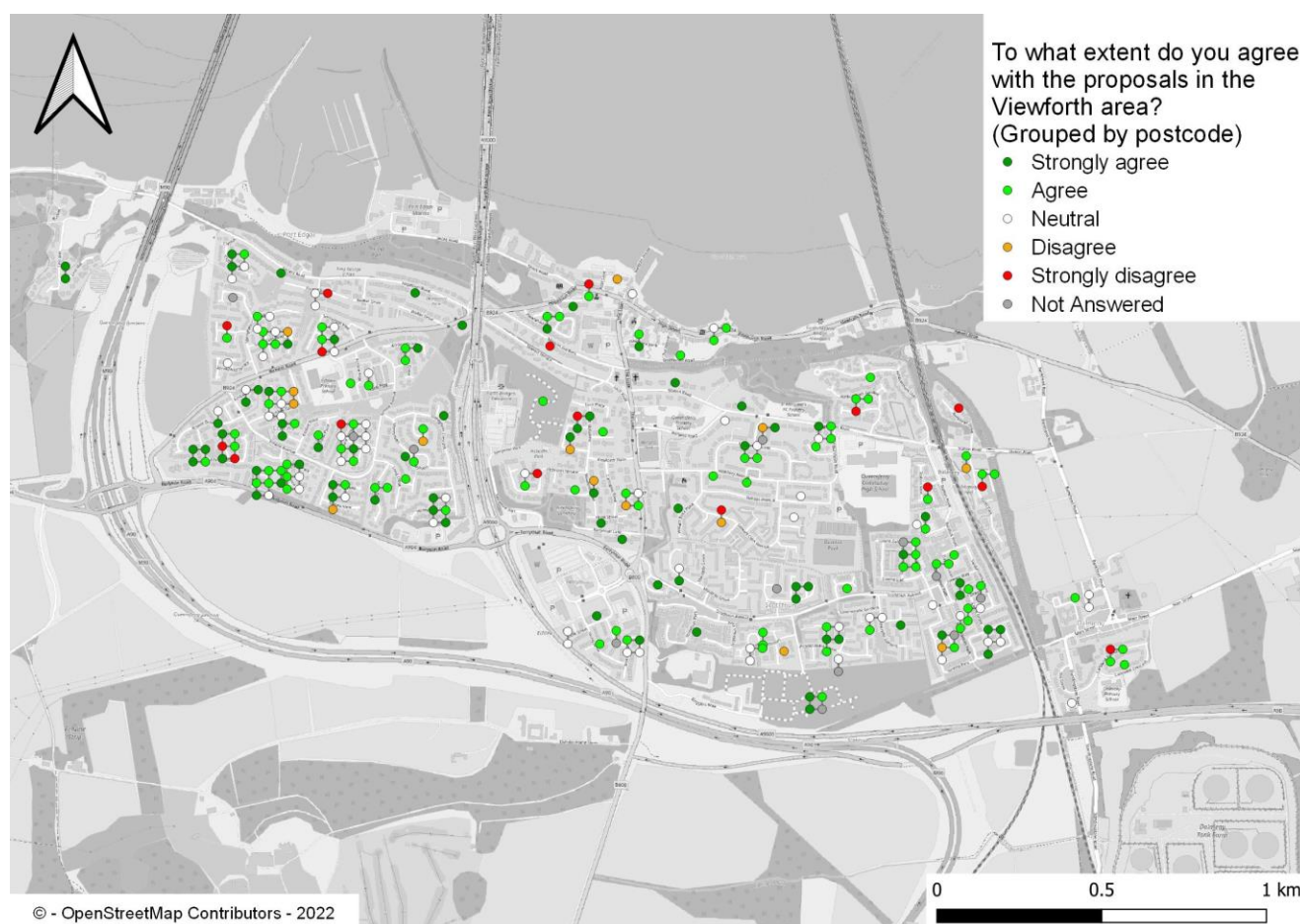


Figure 3-19 shows a graphical representation of respondent's approval of the proposed changes to the Viewforth area. This image only shows responses from those who provided their postcode in the survey and live in the South Queensferry area (269/309; 87% of respondents).

Only 19 responses were received from those adjacent to the Viewforth area. Of these, six people strongly agreed with the proposals, while another six agreed. There were two neutral responses, three disagreements, and two strong disagreements, which whilst having a low response rate specifically local to the area represents broadly a two thirds approval of the approach.

Figure 3-19 – Respondents’ opinion of the proposed approach in Viewforth - Graphical



The survey asked respondents to indicate to what extent they agreed with the proposed approach to improve the walking, wheeling, and cycling conditions. The main themes that were observed were as follows:

- Comments on the new level of traffic generated by the new development north of Viewforth, especially relating to a desire that the planned vehicular access is moved to Ferrymuir Gait;
- Requests for improved cycle path and footway connectivity, especially to Ferrymuir Gait;
- Concerns with existing traffic levels and speeds on Viewforth Road;
- Requests for a safer crossing to the Tesco superstore.

Respondents were then asked to rank the three proposals they would most like to see delivered in Viewforth. Figure 3-20 shows a graphical representation of this ranking, following the previously established ranking system. The exact number of people who chose each priority is shown in Table 3-4.

The most favoured proposal is the improvement of path surfaces, followed closely by additional traffic calming and raised road crossings, and widened footways. Additional connections to Morison Gardens are also requested by several respondents.

Figure 3-20 – Ranking of respondent’s favoured measures in Viewforth

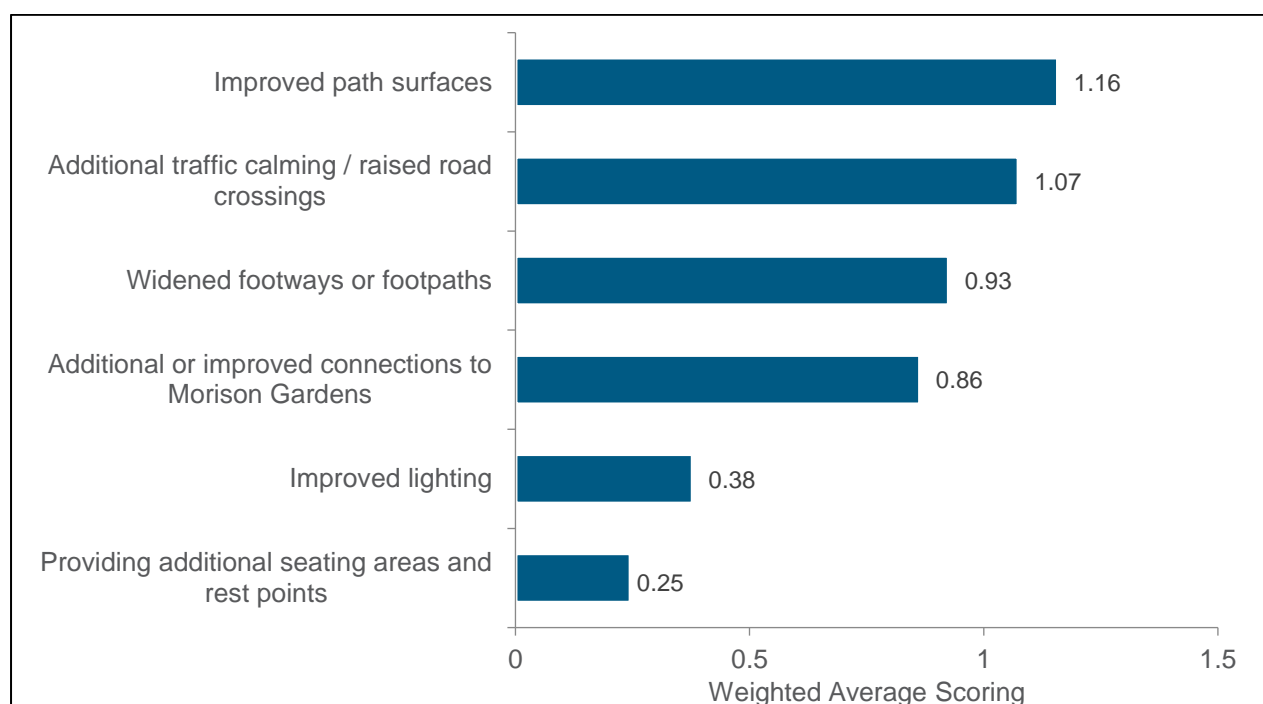


Table 3-4 - Ranked choice preference - Viewforth

	1st Priority	2nd Priority	3rd Priority
Improved path surfaces	75	49	35
Additional traffic calming / raised road crossings	89	20	25
Widened footways or footpaths	27	78	49
Additional or improved connections to Morison Gardens	42	48	45
Improved lighting	9	29	32
Providing additional seating areas and rest points	6	13	32

The respondents were asked at this point whether they had any additional comments related to suggest improvements for walking, wheeling and cycling in Viewforth. There was significant overlap with the previous responses, but the main themes that were observed were as follows:

- Prioritising pedestrian access to local shops;
- Connectivity with other cycle lane proposals;
- Speed limit enforcement;
- Better signage for cycle routes;
- Requests for Hugh Russell Place to be restricted to vehicles.

3.4.4. Scotstoun

Respondents were asked “*To what extent do you agree with the proposed approach to improve walking, wheeling and cycling conditions in the Scotstoun area?*”. The responses are shown in Figure 3-21.

Most people either strongly agreed (37%) or agreed (31%) with the proposals, with 17% having a neutral response. Only 11% had a negative view of the proposals (4% disagree; 7% strongly disagree).

Figure 3-21 – Respondents’ opinion of the proposed approach in Scotstoun

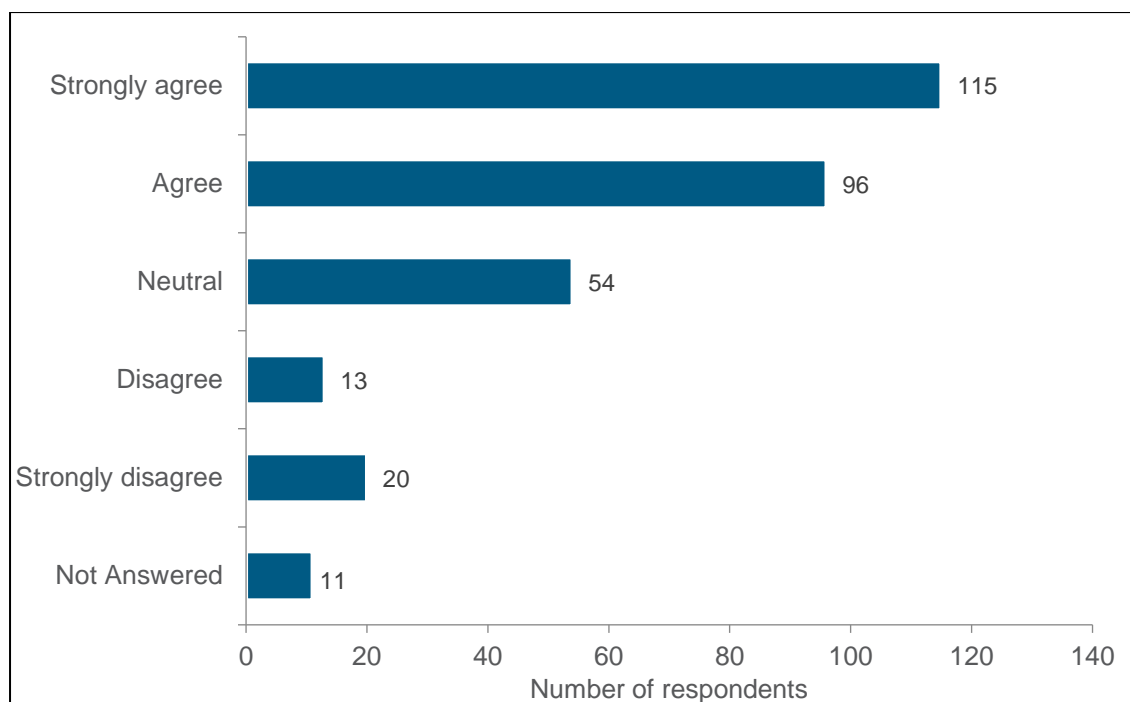
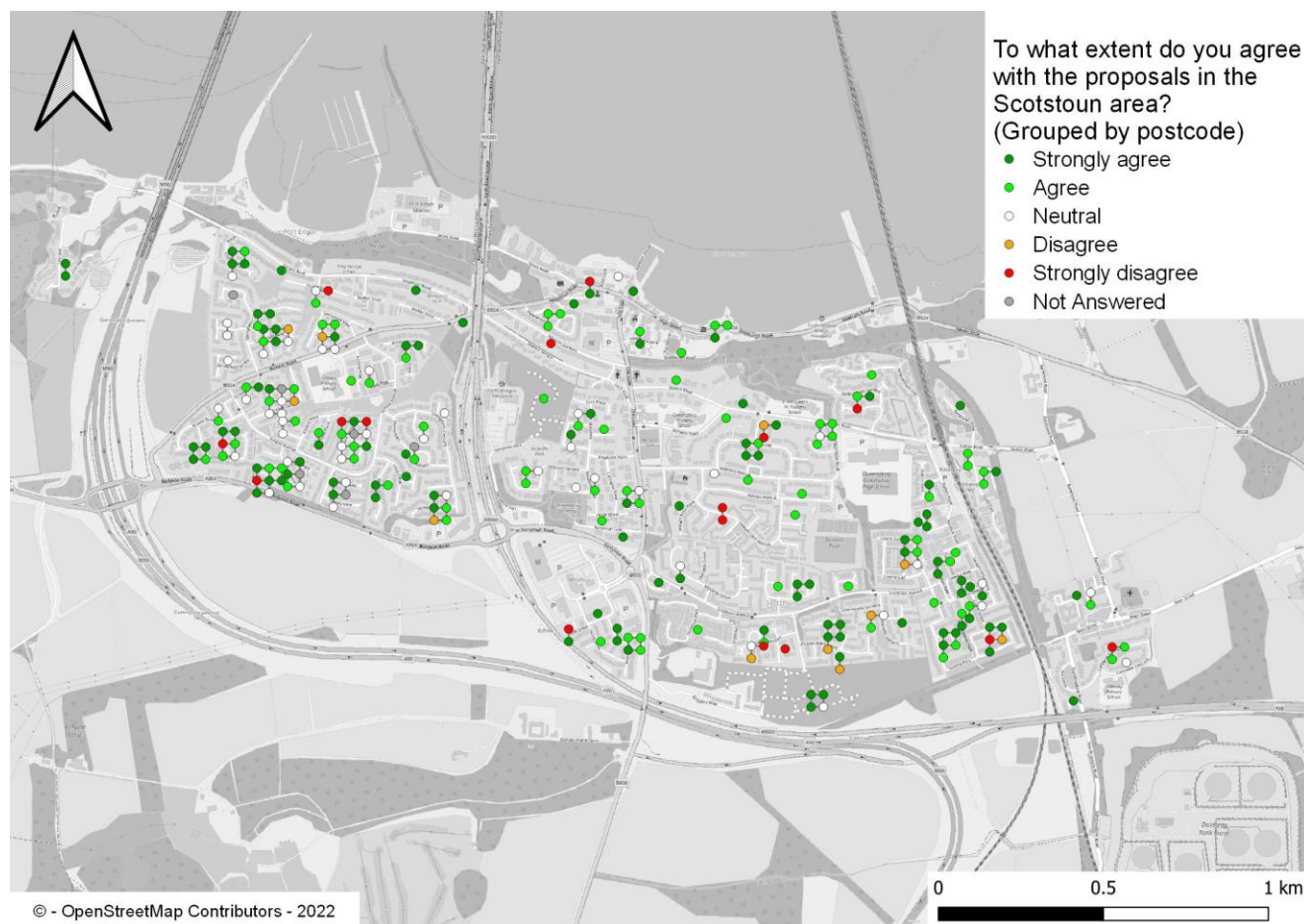


Figure 3-22 shows a graphical representation of respondent’s approval of the proposed changes in Scotstoun. This image only shows responses from those who provided their postcode in the survey and live in the South Queensferry area (269/309; 87% of respondents). No significant deviation from these trends was noted in the responses that did not provide a postcode, or those who live further afield.

64 responses were received from those living in the Scotstoun area. Feedback from those living nearby is generally positive with 48 of the 64 residents (75%; 34 strongly agree, 14 agree) having a positive view of the proposals.

Figure 3-22 – Respondents’ opinion of the proposed approach in Scotstoun - Graphical



The survey asked respondents to indicate to what extent they agreed with the proposed approach to improve the walking, wheeling, and cycling conditions. The main themes that were observed were as follows:

- Requests for further path connectivity;
- Requests for traffic calming and speed limit enforcement;
- Concerns about the removal of parking;
- Requests for improved pedestrian crossings;
- Safety concerns for pedestrians crossing at the entry to Scotstoun Avenue;
- Comments against improving the cycling provision;
- Concerns about road surface conditions.

Respondents were then asked to rank the three proposals they would most like to see delivered in Scotstoun. Figure 3-23 shows a graphical representation of this ranking, following the previously established ranking system. The exact number of people who chose each priority is shown in Table 3-5.

The most favoured proposal is segregated cycle paths, followed by the improvement of path surfaces, additional traffic calming and raised road crossings, with widened footways also popular.

Figure 3-23 – Ranking of respondent’s favoured measures in Scotstoun

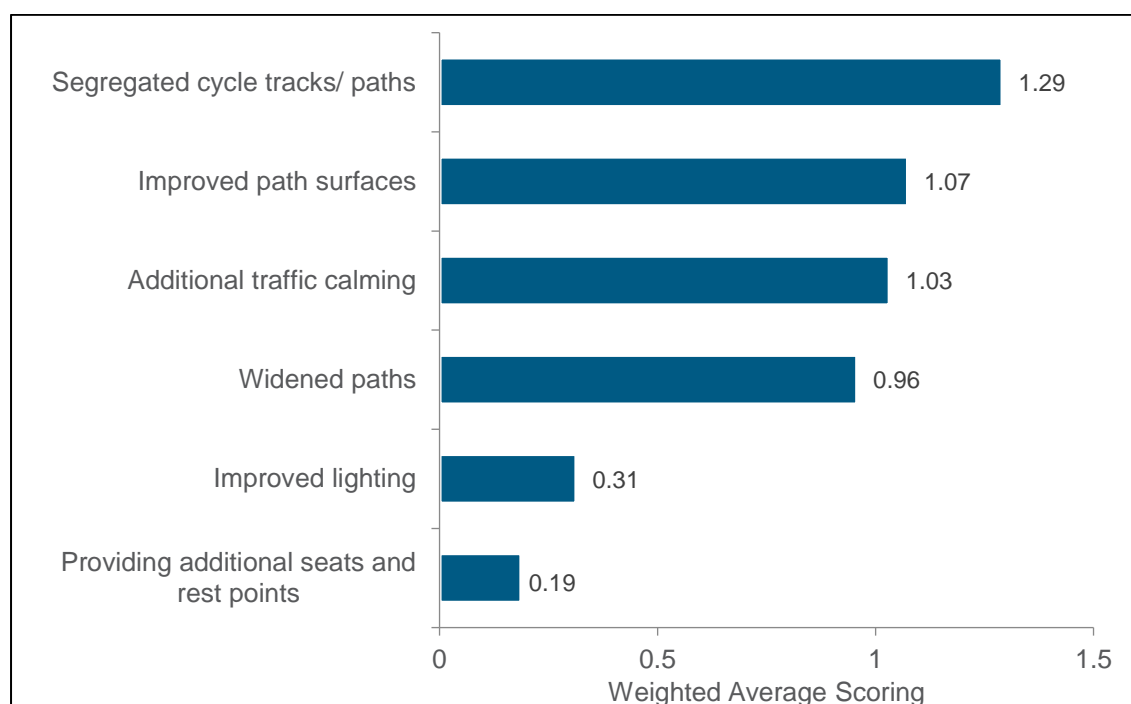


Table 3-5 - Ranked choice preference - Scotstoun

	1st Priority	2nd Priority	3rd Priority
Segregated cycle tracks/ paths	88	43	49
Improved path surfaces	58	56	46
Additional traffic calming	68	41	33
Widened paths	30	77	52
Improved lighting	11	21	22
Providing additional seats and rest points	5	8	27

The respondents were asked at this point whether they had any additional comments related to suggest improvements for walking, wheeling and cycling in Scotstoun. The main themes that were observed were as follows:

- Requests for pedestrian crossings on Scotstoun Avenue;
- Improved footway surfaces;
- Connectivity with nearby developments;

3.5. Further Feedback

At the conclusion of the survey, respondents were asked to select up to five locations on a map of South Queensferry, for which they had specific comments on.

Figure 3-24 shows all of the locations selected at this stage.

Figure 3-24 – Further Feedback Locations



There was found to be significant overlap here with previously stated comments. The bulletpoint list below displays commonly selected locations along with common themes highlighted by those who completed the survey.

- Hopetoun Road:
 - Narrow steep path unsuitable for buggies or wheelchairs
 - Pedestrians forced to walk on the road
- Ferrymuir Road / Kirkliston Road roundabout:
 - Difficult to cross as a pedestrian
 - Hard to cycle through
 - Poor linkage to nearby cycle paths
- Ferrymuir Road
 - Hard to cross this road as a pedestrian travelling to/from Tesco
- Briggers Brae
 - Poor pedestrian links to nearby developments
- Society Road
 - Difficult road to cycle on; complaints about poor safety

- Springfield housing estate
 - Poor footpath quality and large numbers of parked vehicles
- Echline
 - Poor footpath quality
 - Large number of potholes on roads
- Bo'ness Road
 - Poor roadway condition
 - Difficult to cross as a pedestrian
- Echline Roundabout (with A900)
 - Lack of safe crossing points
 - Vehicles travelling at high speed through junction
- The Loan
 - No pavement on eastern side
 - Poor dropped kerb provision
- High Street
 - Concern about cyclists travelling westwards on roadway
- Station Road
 - Lack of pedestrian crossing provision
 - On-street parking causes traffic issues
 - Potholes on roadway
 - Poor condition of footway
 - Unsafe having busy road next to several schools
- Standingstone Road
 - Difficult to access old railway path for cycling
- Scotstoun
 - Poor connectivity between housing estates
 - High vehicle speeds on Scotstoun Avenue

3.6. Additional Responses

As part of the online engagement the survey was sent directly to a number of known stakeholders to share the survey. In addition a contact email address was provided for those who wished to make specific additional comments or further information to the team. Further detail on the responses provided by email is provided below. The comments in italics relate to issues which either lie outwith the geographic area being examined as part of the current study area or are outwith the control of the team delivery team (e.g. relating to specific planning applications) but should be borne in mind in the context of wider connectivity in the area.

3.6.1. Stakeholder Consultees

Edinburgh Access Panel

The Edinburgh Access Panel provided some feedback on the general principles of the proposals included within the consultation including:

- Pedestrian and Cyclist should be segregated where possible and this should take the form of physical segregation with a physical 40mm level change;
- Where shared use paths are provided include specific segregated areas for pedestrians and cyclists to protect pedestrians;
- Ensure the proposals recognise the need for and include blue badge parking – highlighting that blue badge parking is not permitted within cycle lanes;
- Ensure the scheme has seating at regular intervals along the route and that the seating provided is suitable for use by those with mobility issues – with backs and arms;

- Generally supportive of measures to tighten junction radii, reduced crossing distances and improve path surfaces.

Lothian Buses

Overall Lothian Buses indicated that they had a neutral standpoint on overall proposals but did provide some additional specific comments around the potential impacts on bus services of the proposals and also highlighted the number of services which operate in the Queensferry area.

- On the realigned Builyeon Road it is imperative that there are path connections to the new road in place and accessible for bus users prior to the closure of the existing road;
- At the Echline junction access to the northbound Forth Road Bridge corridor should be retained and a controlled crossing provided (this is as per the current scheme);
- Consideration should be given to bus stop by passes on the Scotstoun Avenue corridor to provide a safe area for both boarding and alighting passengers.

Spokes

A detailed response to the proposals was provided with a general support of the ideas within the consultation material, though Spokes indicated they would prefer to have seen a wider more strategic review of the network in the Queensferry area, rather than the focussed study relating to the LDP sites undertaken. In terms of the specific comments received these are summarised below:

Echline

- *Consider improved active travel link to Echline Primary School provide protected cycle lane on Bo'Ness Road from Builyeon Road to Farquahar Terrace;*
- Review intersection of Echline Path at Bo'Ness Road to improve connection;

Builyeon Road

- *Consider removal of existing two stage crossing on Builyeon Road at Bo'Ness Road and replace with new single stage crossing further to east;*
- Review position of crossing at east of new Builyeon Road to increase space and visibility for pedestrians and cyclists;
- Ensure the footpaths connecting the roundabout over the A8000 are widened to shared use paths (part of current scheme);
- Change the alignment of the left turn onto FRB from Builyeon Road to tighten radii and reduce traffic speeds (part of current scheme);
- Provide a toucan crossing on FRB off slip (included in current scheme);
- Suggest reducing the roundabout to single lane traffic and outer lane cyclist provision to form Dutch Style roundabout;
- Install a shared single stage crossing on B800 at Ferrymuir roundabout (within current scheme);
- Consider connection of Ferrymuir Road to Kirkliston Road via Lovers Lane.

Ferrymuir

- This is an area where they consider the scheme could have gone further to mitigate the impact of the new development adjacent to the Transport Scotland facility to the west of the existing houses;
- Consider TRO to restrict waiting and loading on High Russell Place and path at Incholm Park;
- Widen existing path from Hugh Russel Place to Ferrymuir Gait (alternative path improvement linking Incholm Terrace to Ferrymuir Gait in current scheme);

- Close off Henry Ross Place to traffic at Canmore Street directing new development traffic via Ferrymuir Gait (this is an issue for the planning associated with the new development and has been raised by other residents and the Community Council);
- Review carriageway design at Hugh Russel Place, Viewforth Road and Viewforth Place to be a shared space;
- Continue segregated cycle route along Stoneycroft Road to complete NCR 1 connection;
- Reduce junction radii within Viewforth (within current scheme);
- Close Loch Road to vehicles and make shared use route;
- Close Burgess Road to vehicles in front of primary and nursery schools;

Scotstoun Ave

- Continue 2 way cycle lane along entire route – change existing shared use path at eastern end;
- Provide priority to pedestrian and cyclists at Killiecrankie Path including removal of all barriers;
- Replace gate at Main St;

High School Link

- Consider widening of existing path connection from Scotstoun Avenue to QHS.

Transport Scotland/BEAR

As the statutory authority with responsibility for the main Echline Interchange Transport Scotland and BEAR were consulted early in the feasibility stage of the project and in principle, subject to detailed info being provided later in the process and ensuring that access to the Forth Road Bridge is retained. In principle there were no issues raised by the bridges team around potential planting on the bridge structure subject to detailed design checks and assessment. They raised some concern around the initial sketch options and these were refined through the concept design development to address a number of the comments.

In addition the access road and adjacent land serving the Forth Bridge offices lies within TS ownership and in discussion to date they have not indicated any objection to the schemes improvements to active travel connections in this area.

The consultees within Transport Scotland and BEAR were included in the email updates for the formal community engagement and no further detailed commentary has been received at this stage.

Queensferry Community Council

The project team has attended 2 community council meetings to provide information on the project and emerging proposals. The Community Council was invited to the Community Engagement event and a site meeting was held with representatives of the CC in advance of the event. In general terms the CC are supportive of the project but are keen to ensure the works integrate into the wider network and in particular have raised the following:

- Connection to Echline PS – especially existing path condition
- Missing link on Bo'Ness Road/ Hopetoun Road through to town centre
- Improvement to connection onto Bo'Ness Road / Hopetoun Road avoiding street furniture
- Consider opportunities to link to railway line route for further east/west connectivity
- Look at connection west towards Port Edgar

Tesco

Discussions have been held with the local manager of the Tesco store around an improved connection across Ferrymuir Road and a new pedestrian route into the store closer to the west end of the store. The proposed connection and provision of a new crossing of Ferrymuir Road was raised in discussion with the CEC Signals team as a project to be examined. On site observation and discussion with local residents has shown a desire line for residents within the areas to the north of Ferrymuir Road and using that footway to access the Tesco store at this location, with pedestrians observed walking into the store along the service access. The initial discussions with the store manager were positive and the concept designs have shown a potential option to deliver a route in this location. Further engagement and discussion will be required with Tesco estates team.

Individual Feedback

Alongside the responses from organisations there were a number of email responses submitted raising additional information and commentary on the proposals. These generally do align with the free text feedback provided as part of the online survey, but a summary of comments received is also provided below for completeness.

- Concerns raised around existing maintenance of gulleys and drainage and to make sure this is considered within any proposals being developed;
- Comment made about consideration of existing footpaths which aren't maintained by CEC and whether resident associations could be created and address these, also clarification of ownership of these moving forward;
- Condition of existing paths and providing upgrade to these
- Can consideration be given to road condition with a number of roads identified as having poor surfaces with a number being currently signed as cycle routes too with Rosebery Ave and Station Road highlighted;
- Support for overall approach and local business opportunities to support cycle facilities, workshops and repair;
- Topography of the town makes it challenging to provide accessible routes to the historic town centre;
- Knock on impacts of traffic and parking within the town – particularly overspill from around town centre;
- Ensure new controlled crossings are available on Builyeon Road;
- Signposting and lighting on existing routes is poor;
- Cycle parking in town centre isn't obvious and limited in numbers;
- Morison Gardens connection;
- Ebike or Citybike provision within the town;
- Include wider connectivity in mapping with paths to west connecting to Newton;

4. Summary and Conclusions

4.1. Summary

This note provides a review of the findings of the various stakeholder consultation undertaken across various media on the Queensferry Active Travel Projects. Overall it is fair to draw from the responses a general level of support for the principles of the design developed to date with some useful feedback provided on specific locations within the town. The feedback has also highlighted that the project should be considered within the context of a wider network delivery to ensure an integrated approach and that the paths and network are not delivered in isolation and can form an integral part of future joined up network.

The key emerging comments can be considered to relate to:

- Ensure existing path network is of good quality with appropriate surface finishes and lighting;
- Improve signage and mapping of the available routes in the town;
- Wherever possible provide segregated pedestrian and cycle routes with physical separation;
- Ensure traffic speeds are managed through improved design;
- Provide regular rest areas for users that is accessible; and
- Ensure high quality access to bus routes and stops is retained (both during construction and in the final scheme).

4.2. Conclusions and Future Considerations

The summary of the engagement can be taken that within the community there is broad support for the investment in active travel provision.

The community has made clear that there are other wider considerations that should be taken into account to ensure the project aligns with wider transport networks. Therefore moving forward there will be a need to engage further with or at the very least report back to the community in relation to:

- Wider strategy for AT network in Queensferry – in particular other east – west connections to disused railway and beyond to Edinburgh and Port Edgar/Newton;
- Ongoing maintenance plans for roads, and paths footways in Queensferry; and
- Traffic flows and movement through Queensferry and whether scope for slip road use to be revisited with Transport Scotland for local access.

Appendix A – Consultation Flyer and Questionnaire Info

QUEENSFERRY WALKING, WHEELING & CYCLING PROJECTS

Local Development Plan Action Programme

As part of the City of Edinburgh Council Local Development Plan delivery, Atkins are working with the Council to explore opportunities for improving walking, wheeling and cycling conditions throughout South Queensferry. The aim is to create more travel options for your daily trips to school and work as well as other trips in your local community.

The Local Development Plan has identified significant areas of new residential development in the town. We are looking at what improvements are needed to existing infrastructure and what new infrastructure is needed to provide safe and high-quality routes to enable more people to travel by walking, wheeling and cycling.

We are keen to hear from the local community about potential ideas for improvements to the streets and landscaping between the Builyeon Road area through Scotstoun Avenue towards Queensferry High School and Dalmeny Station. In addition the study has identified opportunities to improve the existing routes through Echline and Viewforth towards Queensferry's historic town centre.



Key

Relevant Planning Applications

- ① Land south of Builyeon Road
- ② South Scotstoun



Potential Bullye Road Design Option

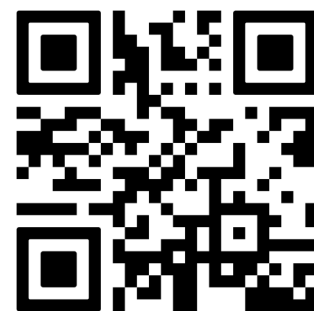


Potential Echline Junction visualisation

Give us your feedback

We are keen to gather any comments or queries from the local community about the project.

Further project information and a feedback questionnaire can be found by scanning the QR code or visiting:



<https://consultationhub.edinburgh.gov.uk/sfc/southqueensferry>

Additional comments can also be emailed to the project manager Kenny Fearnside at:

queensferryactivetravel@atkinsglobal.com

You can also drop off any comments within the Sports and Community Hub within Dundas Park or Queensferry Library within the identified feedback boxes.

A public engagement session will be held at South Queensferry Community Education Centre, Kirkliston Road, South Queensferry on Thursday 30th June between 3pm and 7pm where further information and members of the project team will be available.



HAPPY TO **TRANSLATE**

You can get this document on audio CD, in Braille, **large print** if you ask us. Please contact Interpretation and Translation Service (ITS) on its@edinburgh.gov.uk and ITS can also give information on community language translations. You can get more copies of this document by contacting:

queensferryactivetravel@atkinsglobal.com

South Queensferry Travel Survey Questionnaire

South Queensferry Travel Survey Questionnaire

Introduction

As part of the City of Edinburgh Council Local Development Plan delivery, Atkins are working with the Council to explore opportunities for improving active travel corridors throughout Queensferry, to create more travel options for your daily commute, business, and leisure needs.

The Local Development Plan has identified significant areas of new residential development in the town. We are looking at what improvements are needed to existing infrastructure and what new infrastructure is needed to provide safe and high-quality routes to enable more people to travel by walking, wheeling and cycling.

we are keen to hear from the local community about potential ideas for improvements to the streets and landscaping between the Builyeon Road area through Scotstoun Avenue towards Queensferry High School and Dalmeny Station. In addition the study has identified opportunities to improve the existing routes through Echline and Viewforth towards Queensferry's historic town centre.

We would encourage you to complete this survey, which will help us to understand your travel needs and how best to support them through our options appraisal. Data will be handled in accordance with the General Data Protection Regulations that came into effect in May 2018. Data related to this survey is anonymized and will be used solely for the purpose of the Options Appraisal

Thank you very much for your time in completing this survey.

CURRENT TRAVEL BEHAVIOUR

- 1 What do you consider the key destinations for residents to travel to within the project area?

Please select all that apply

- a) Town centre
 - b) Supermarkets
 - c) Primary Schools
 - d) High School
 - e) Library
 - f) Community/Sports Centre
 - g) Doctor Surgery
 - h) Dalmeny Train Station
 - i) Other (please specify)
-

- 2 What is your usual main mode of travel for local journeys within or to the project area?

- a) Walk
- b) Wheelchair/ Mobility scooter
- c) Bicycle
- d) Bus
- e) Train
- f) Car/ Motorbike (Driver)
- g) Car/ Motorbike (Passenger)
- h) Other (please specify): _____

-
- 3 Why do you use this mode of travel? Please select all that apply
- a) Convenience/Time saving
 - b) Cost
 - c) Dropping-off/collecting/caring/other commitments
 - d) Environmental reasons
 - e) Health – disability
 - f) Heath – fitness
 - g) Lack of alternatives
 - h) Personal safety
 - i) Business needs/commitments
 - j) j.Other (please specify): _____
- 4 What other modes of transport do you regularly use for local journeys within or to the project area? (Select all that apply)
- a) Walk
 - b) Wheelchair/ Mobility scooter
 - c) Bicycle
 - d) Bus
 - e) Train
 - f) Car/ Motorbike (Driver)
 - g) Car/ Motorbike (Passenger)
 - h) Other (please specify): _____
- 5 How far do you usually travel to work/school?
- a) work/ schooled from home
 - b) Less than 1 mile
 - c) 1 - 5 miles
 - d) 6 - 10 miles
 - e) 11 - 20 miles
 - f) 21 - 50 miles
 - g) 51 miles or over
 - h) N/A
-

6 What is your usual main mode of travel for journeys to work or school?
Main mode means the mode which you travel furthest on during your journeys

- a) Walk
- b) Wheelchair/ Mobility scooter
- c) Cycle
- d) Bus
- e) Train
- f) Car/ Motorbike (Driver)
- g) Car/ Motorbike (Passenger)
- h) Work from home
- i) Not applicable (retired/unemployed etc.)
- j) Other (please specify): _____

7 Do you have any comments about how you currently travel to work/school?

Residents Opinions – What do you think?

Moving on to consider the specific areas being examined within the study, we would welcome your comments or feedback in relation to the emerging ideas in these areas to encourage more journeys by active travel modes.

Area 1 – Echline Estate

Within this area the project is looking to improve the environment and infrastructure and making walking, wheeling and cycling journeys easier and more pleasant to undertake. To achieve this we are looking at a range of measures to slow traffic, make the walking environment more attractive and upgrade the existing paths in the area.

- 8 Please indicate which of the measures below you consider would like to see delivered to improve the existing infrastructure for walking, wheeling and cycling? (Please rank your top 3)
- a) Additional traffic calming / raised road crossings
 - b) Improved path surfaces
 - c) Widened footways or footpaths
 - d) Improved lighting
 - e) Additional or improved connections to Builyeon Road
 - f) Providing additional seating areas and rest points
 - g) Segregated cycle paths
 - h) Other (please specify)
-

The feasibility study to date have identified two key ways to improve the area. First looking at paths the existing path connections in the area by reviewing the path condition, path widths and looking at improving connections to the south to the Builyeon Road corridor and secondly looking to reduce traffic speeds in the residential area with additional raised tables at key crossing points and tightening junction radii to slow traffic throughout the Echline area

- 9 To what extent do you agree with the proposed approach to improve the existing infrastructure in the Echline area?
- a) Strongly agree
 - b) Agree
-

South Queensferry Travel Survey Questionnaire

- c) Neutral
- d) Disagree
- e) Strongly Disagree

Please provide further comment if you wish

- 10 Are there any specific locations/issues within the Echline area that you think should be examined within this study?(please specify)

Area 2 – Builyeon Road and Ferrymuir

Within this area the project is looking to improve the connectivity east to west across the town. Picking up on feedback during the consultation processes for the new developments within the town at South Scotstoun and Builyeon Road the project will be looking at the existing roads and opportunities to improve the public realm. As part of the Builyeon Road development the current Builyeon Road will be realigned to the south and the existing road would be available as a traffic free route. Similarly, there are opportunities to reallocate road space as traffic has reduced in the area since the construction of the Queensferry Crossing and the early feasibility work has identified the opportunity to form a segregated cycle route and improved footways along this route. The route travels across the Echline Junction suggesting the north bridge be used as a traffic free route and two way traffic using the south bridge.

11 To what extent do you agree with the proposed approach to improve the existing infrastructure in the Builyeon Road / Ferrymuir corridor?

- a) Strongly agree
- b) Agree
- c) Neutral
- d) Disagree
- e) Strongly Disagree

Please provide further comment if you wish

12 Please indicate which of the measures below you consider would improve the existing infrastructure? (Please rank your top 3)

- a) Reallocation of road space for other use
- b) Improved Path surfaces
- c) Widened paths
- d) Improved lighting
- e) Additional connections to Builyeon Road
- f) Providing additional seats and rest points

- g) Segregated cycle paths
- h) Enhanced landscaping
- i) Improved public realm
- j) Other (please specify)

13 There is an opportunity for delivery of improved public realm along this corridor, particularly what on the current Builyeon Road corridor. What type of measures would you like to see included: (Please rank your top 3)

- a) Additional Informal Paths
- b) Play areas
- c) Seating areas
- d) Cycle Parking
- e) Trim/ Exercise Trails
- f) Natural Planting / Habitat Creation
- g) Information/Interpretation points
- h) Any other comments

Area 3 – Viewforth Area

Within this area the project is looking to improve the environment and infrastructure and making walking, wheeling and cycling journeys easier and more pleasant to undertake. To achieve this we are looking at a range of measures to improve paths and slow traffic including a new path connection to Ferrymuir Road, tightening radii at junctions to slow cars and providing tactile paving and dropped kerbs to help move around the area.

14 To what extent do you agree with the proposed approach to improve the existing infrastructure in the Viewforth area?

- a) Strongly agree
- b) Agree
- c) Neutral
- d) Disagree
- e) Strongly Disagree

Please provide further comment if you wish

15 Please indicate which of the measures below you consider would like to see delivered to improve the existing infrastructure for walking, wheeling and cycling? (Please rank your top 3)

- a) Additional traffic calming / raised road crossings
- b) Improved path surfaces
- c) Widened footways or footpaths
- d) Improved lighting
- e) Additional or improved connections to Morison Gardens
- f) Providing additional seating areas and rest points
- g) Other (please specify)

South Queensferry Travel Survey Questionnaire



16 Are there any specific locations/issues within the Viewforth area that you consider should be considered within this study?(please specify)

Area 4 – East and West Link – Scotstoun Avenue

Again within this area the project is looking to improve the environment and infrastructure and making walking, wheeling and cycling journeys easier and more pleasant to undertake. To achieve this we are considering the upgrading the existing paths, examining potential for a segregated cycle route and providing raised crossing points at key junctions.

17 To what extent do you agree with the proposed approach to improve the existing infrastructure in the Scotstoun area?

- a) Strongly agree
- b) Agree
- c) Neutral
- d) Disagree
- e) Strongly Disagree

Please provide further comment if you wish

18 Please indicate which of the measures below you consider would improve the existing infrastructure?
(Please rank your top 3)

- a) Additional traffic calming
- b) Improved path surfaces
- c) Widened paths
- d) Improved lighting
- e) Providing additional seats and rest points
- f) Segregated cycle paths
- g) Other (please specify)

19 Are there any specific locations/issues within the Scotstoun area that you consider should be considered within this study?(please specify)

South Queensferry Travel Survey Questionnaire

In order to help us make sure we collect a range of views and opinions from as wide a group of people as possible we would be grateful if you could complete the questions below.

20 1 What is your home postcode?

e.g. EH17 1BA

Free Text

21 2 What is your relationship to the project area? Select all that apply.

- a) Live in the area
- b) Attend or take children to school or college in the area
- c) Work in the area
- d) Shop in the area
- e) Visit the area for recreational reasons
- f) Other (please specify)

22 Do you have a long term illness or disability that limits your daily activities and travel options?

- a) Yes
- b) No
- c) Prefer not to say

23 What is your sex?

- a) Male
- b) Female
- c) Prefer not to say

24 What age bracket do you fit into? This allows us to ensure we are hearing from a broad range of people who may have different travel habits and needs.

- a) Under 16
- b) 17-22
- c) 23-34
- d) 35-44
- e) 45-54
- f) 55-64
- g) 65-74
- h) 75+
- i) Prefer not to say

25 Which of the following best describes your working status?

- a) Employed full-time
- b) Employed Part-time
- c) Full-time education (school)
- d) Full/ part-time education (further/ higher education)
- e) Looking after home/family
- f) Unemployed
- g) Unable to work due to illness
- h) Retired
- i) Voluntary Work
- j) Other

26 To which of these groups do you consider to belong?

- a) White- British
- b) White – Irish
- c) White – Polish
- d) White – Lithuanian
- e) White – Romanian
- f) Any other White background
- g) Mixed Race – White and Black Caribbean
- h) Mixed Race – White and Asian
- i) Any other mixed background
- j) Asian – British
- k) Asian – Indian
- l) Asian – Pakistani
- m) Any other Asian background
- n) Prefer not to say

27 Are you completing this survey on behalf of an organisation?

- a) Yes
- b) No
If Yes, please state the organisation.

28 Would you like to be kept informed about the results of this community engagement?

- j) Yes
- k) No
If Yes, please provide a valid email address

Appendix B - Exhibition Board Panels

THE CITY of EDINBURGH COUNCIL

QUEENSFERRY ACTIVE TRAVEL PROJECTS

WE WANT YOUR VIEWS

As part of the City of Edinburgh Council Local Development Plan delivery, Atkins are working with the Council to explore opportunities for improving walking, wheeling and cycling conditions throughout South Queensferry. The aim is to create more travel options for your daily trips to school and work as well as other trips in your local community.

The Local Development Plan has identified significant areas of new residential development in the town. We are looking at what improvements are needed to existing infrastructure and what new infrastructure is needed to provide safe and high-quality routes to enable more people to travel by walking, wheeling and cycling.

This event is intended to provide an opportunity for people to provide feedback and comments on the work to date with information available on each area considered within the study.



There is an online consultation portal and a feedback questionnaire can be found by scanning the QR code or visiting:

<https://consultationhub.edinburgh.gov.uk/sfc/southqueensferry>



In addition further questions or comments can be emailed to the project team at:
queensferryactivetravel@atkinsglobal.com

The above email can also be used should you wish to receive a pdf copy of the information provided at this event.

THE CITY of EDINBURGH COUNCIL

QUEENSFERRY ACTIVE TRAVEL PROJECTS

ECHLINE AND VIEWFORTH

Within the Echline and Viewforth Estates the project is looking to improve the environment and infrastructure to make walking, wheeling and cycling journeys easier and more pleasant.

To achieve this we are looking at a range of measures to slow traffic and make the walking environment more accessible by upgrading the existing paths in the area.

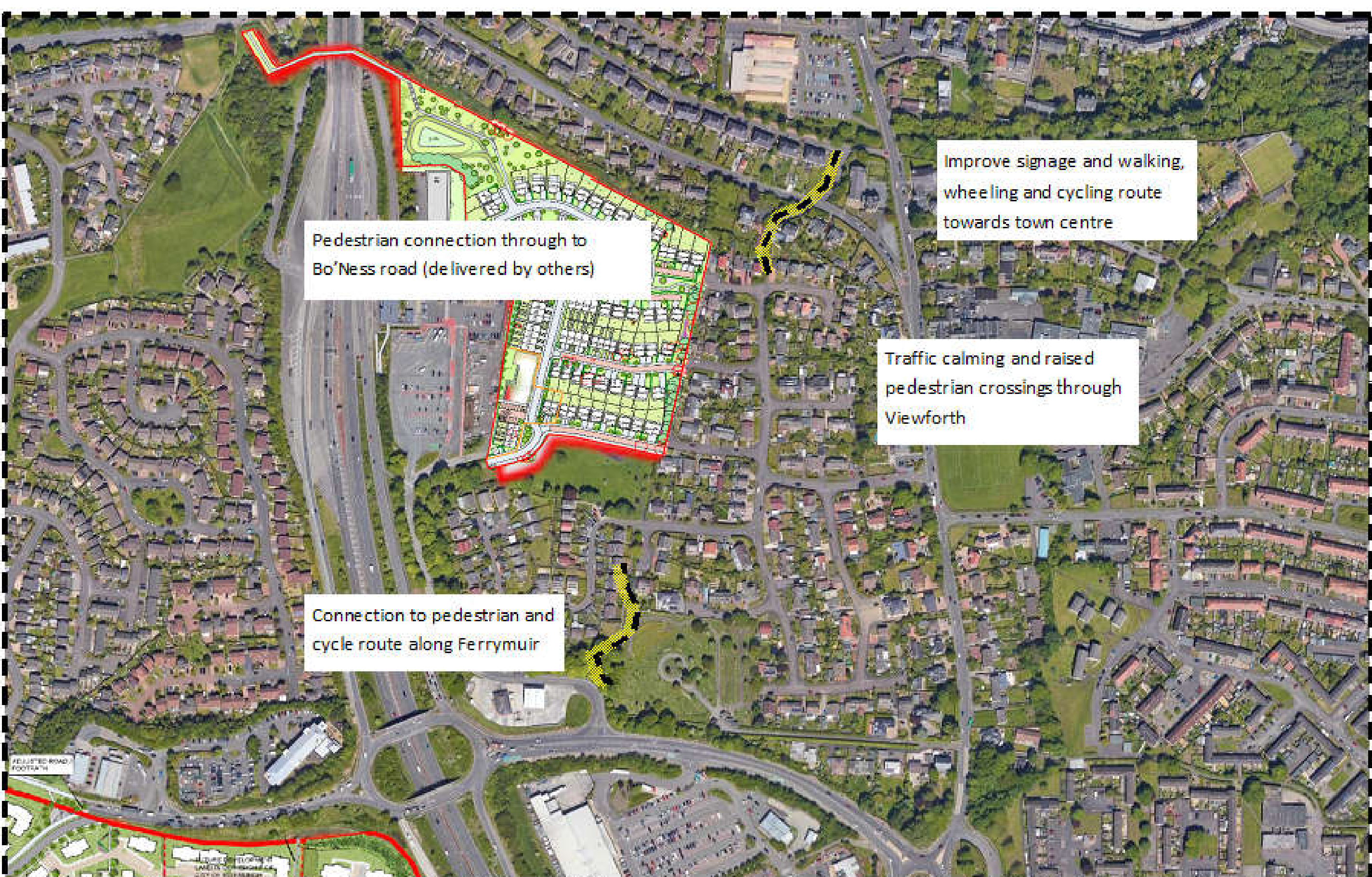
The feasibility study to date has identified three key ways to improve the area with a focus on walking and wheeling conditions:



upgrading existing paths in the area by improving the path condition, path widths and crossings of roads (including locations of barriers)

- improving connections in Echline to the north by upgrading paths through to the Bullyeon Road corridor;
- Improve connections towards the town centre and a crossing of Bo’ness Road
- reduce traffic speeds in the residential area with additional raised tables at key crossing points.
- "tightening" junctions (making the side street entrance narrower) to slow entry and exit to side streets.

- Improve connection from Viewforth through to Ferrymuir Road;
- Ensure links through to new development to connect through to Bo’Ness Road.

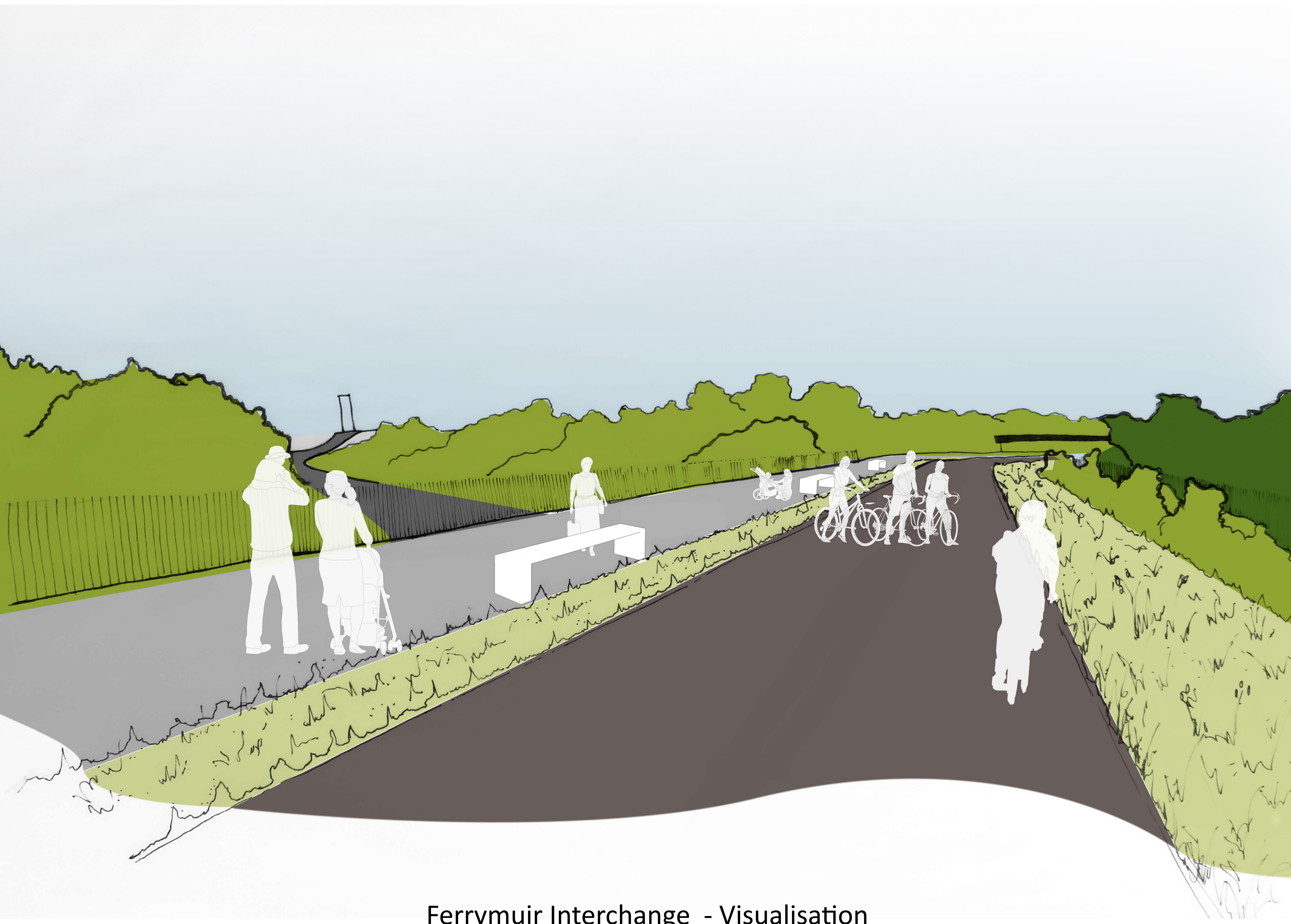


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QUEENSFERRY ACTIVE TRAVEL PROJECTS

FERRYMUIR INTERCHANGE

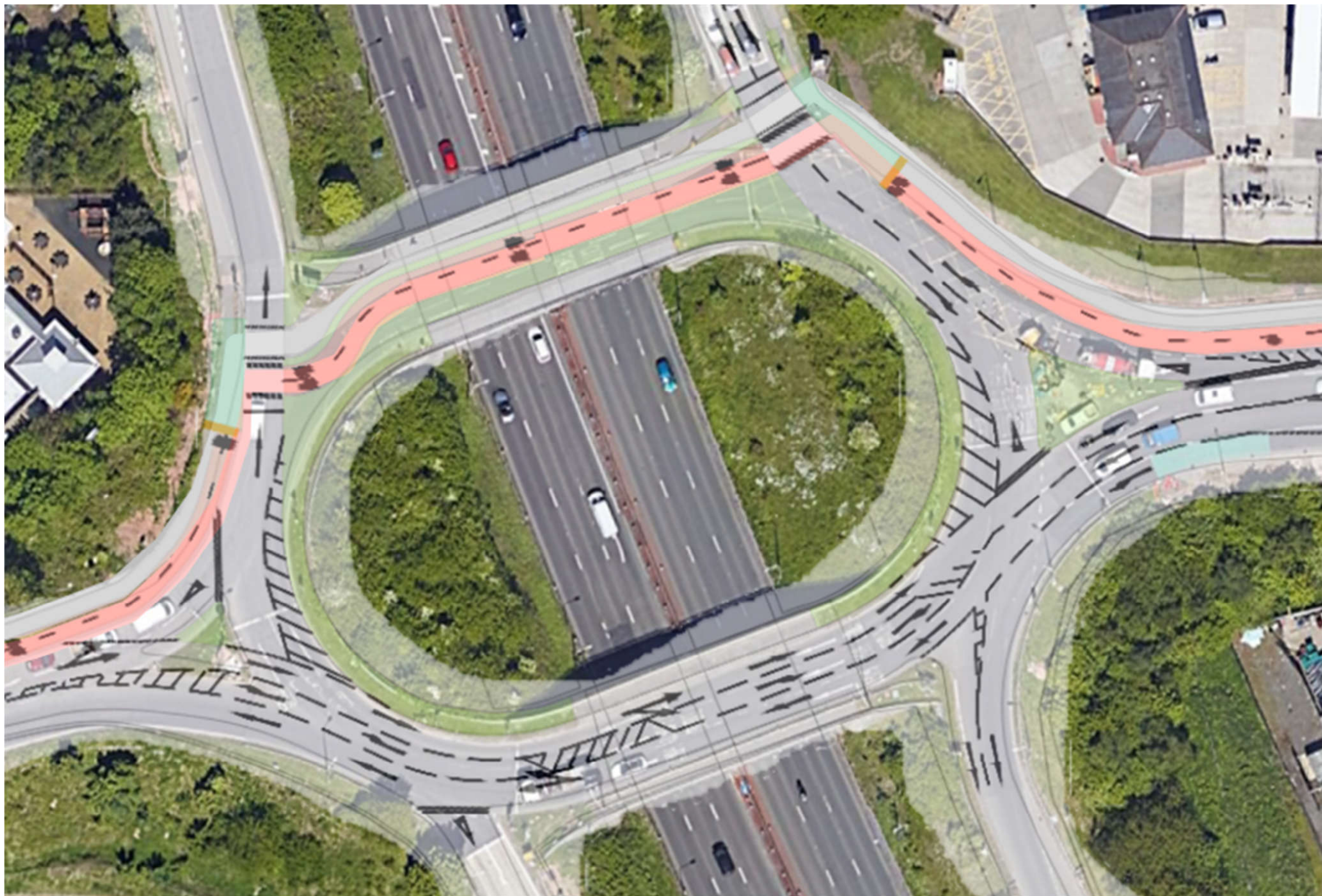
The A900 forms a significant barrier to making journeys on foot, wheeling or cycling within the town. Traffic flows through the major interchange have significantly reduced since the opening of the Queensferry Crossing and as a result there are also opportunities to reallocate road space to non motorised users.



Ferrymuir Interchange - Visualisation

The early feasibility work has identified the following:

- Make the north overbridge traffic free;
- Provide segregated cycle route and upgrade controlled crossings on slip roads;
- Provide landscaping and planting;
- Introduce seating and seating / improved urban realm in this area; and
- Reroute all traffic to south bridge



Echline Interchange - Emerging Proposals

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QUEENSFERRY ACTIVE TRAVEL PROJECTS

BUILYEON ROAD



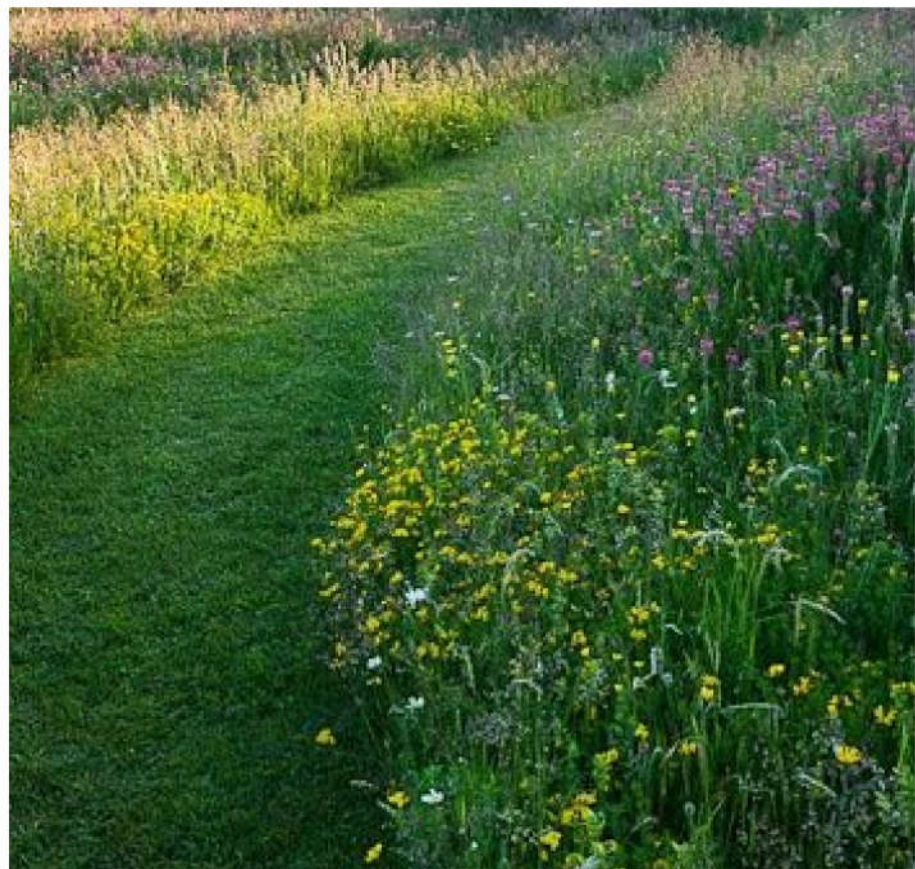
The existing Builyeon Road will be rerouted as part of the development being constructed to the south of the current road. This will create a traffic free route between Echline and the new development. This area could then be improved by:

- upgraded landscaping;
- pocket parks/informal play areas;
- trim trails/informal paths;
- additional seating areas.; and
- Improved habitat areas.

Builyeon Road green corridor which echoes the character of Scotstoun avenue. Naturalised tree grouping with enhanced grassland/meadow. The grass verge can be adapted to create of a simple linear park by enhancing the existing walking route by adding benching and informal play elements near entrances to Echlin Avenue and Long Crook.



Retain and naturalised tree grouping with improved grassland



THE CITY of EDINBURGH COUNCIL
QUEENSFERRY ACTIVE TRAVEL PROJECTS
FERRYMUIR /SCOTSTOUN ACTIVE TRAVEL CORRIDOR

Around the Ferrymuir Retail Park the aim is to again to take advantage of the reduced traffic volumes to reallocate roadscape to provide improved pedestrian and cycle provision.



Ferrymuir Road - Visualisation

Within the Scotstoun area the project is looking to create a high quality route that will connect towards Queensferry High School and Dalmeny Station.



Options under consideration include reduced crossing widths, upgraded footways and new segregated cycle provision connecting to Scotstoun Avenue and the new development at South Scotstoun.



This could include:

- segregated cycle provision
- works at existing junctions to provide better walking, wheeling and cycling crossings;
- Road narrowing; and
- Additional traffic calming measures.



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