



Photo 9: Ferrymuir Gait to/from B800 and A904 (looking south)



Photo 10: Link between Ferrymuir Gait and Inchcolm Terrace (looking east from Ferrymuir Gait)



Photo 11: B800/Ferrymuir Gait junction, pedestrian refuge island (looking west)



Photo 12: Pedestrian link to southwest South Queensferry and Retail Park from B800/Ferrymuir Gait junction (looking west)

The most direct pedestrian/cycle routes to/from the town centre, and the residential areas to the east and north of the site, are via:

- A route via a shared footway/cycleway at the southern end of the car park that is initially off-street to Hugh Russell Place, which forms part of the National Cycle Network Route 1 (NCN1). This extends between Dover and the Shetland Islands, but more locally connects South Queensferry with Edinburgh and Fife, continuing to the town centre via either: Viewforth Place, Kirkliston Road, and The Loan; or via Viewforth Road, Stewart Terrace, Loch Road, Morison Gardens, and The Loan.
- A route via the stepped/ramped access to the west of the Contact & Education Centre that extends north to Hopetoun Road/Bo'ness Road, which then continues eastbound via Hopetoun Road to the High Street.

Currently these routes to South Queensferry town centre, taken as the western end of the High Street at its junction with The Loan, are approximately:

- 1,000m via Kirkliston Road/The Loan, which converts loosely to a walking time of approximately 12.5 minutes, assuming a walk speed of 4.8kph; and
- 850m via Hopetoun Road, which converts loosely to a walking time of approximately 10.5 minutes, assuming a walk speed of 4.8kph.



Photo 13: Shared off-road section of footway/cycleway link to/from Hugh Russell Place and town centre (looking west)



Photo 14: Shared off-road section of footway/cycleway link to/from Hugh Russell Place and town centre (looking east)

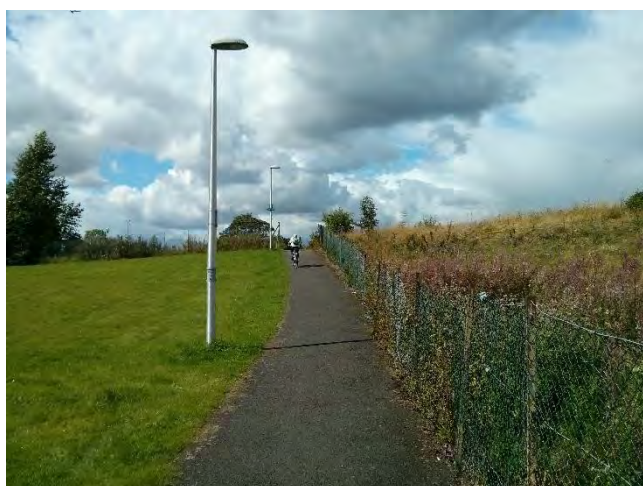


Photo 15: Shared off-road section of footway/cycleway link to/from Hugh Russell Place and town centre (looking west)

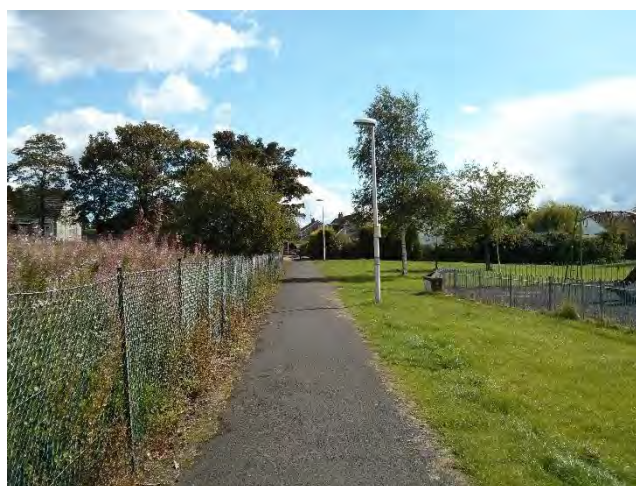


Photo 16: Shared off-road section of footway/cycleway link to/from Hugh Russell Place and town centre (looking east)



Photo 17: Transition between off-road and on-road section of link to/from Hugh Russell Place and town centre (looking east)

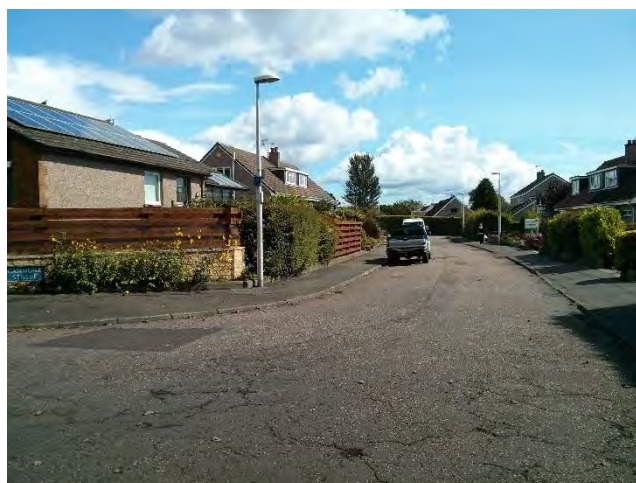


Photo 18: Hugh Russell Place (looking east)



Photo 19: Route between Contact & Education Centre and Hopetoun Road (looking south to east of Bridge)



Photo 20: Route between Contact & Education Centre and Hopetoun Road (looking south to west of Bridge)



Photo 21: Route between Contact & Education Centre and Hopetoun Road (looking south from Hopetoun Road)



Photo 22: Route between Contact & Education Centre and Hopetoun Road (looking north to Hopetoun Road)



Photo 23: Route between Contact & Education Centre and Hopetoun Road (looking north at Hopetoun Road)



Photo 24: Example of Hopetoun Road route to/from Town Centre showing adjacent narrow footway (opposite junction with Shore Road)

Within the Contact & Education Centre site, pedestrian and cycle access is accommodated within red painted zones that are, generally, segregated by bollards, as opposed to kerbs/level differences, except at locations adjacent to buildings. Crossing opportunities are provided as zebra crossings with complementary tactile paving.



Photo 25: Crossing and pedestrian/cycle route at Ferrymuir Gait, at east end of car park (looking north)

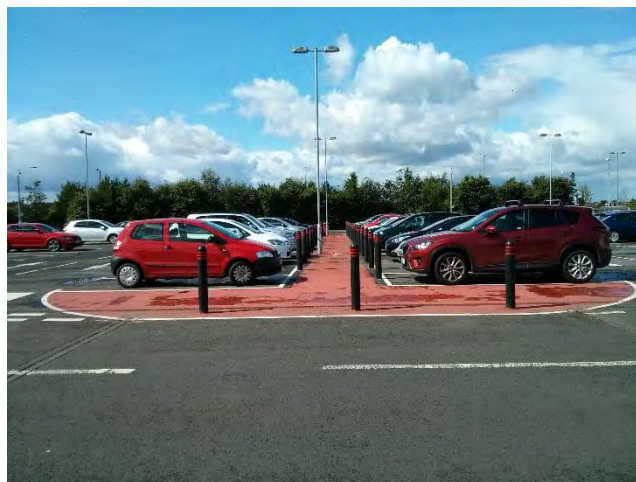


Photo 26: Example of red area provide adjacent to parking spaces



Photo 27: Pedestrian/cycle route within car park (looking north)



Photo 28: Example of zebra crossing within car park

Pedestrian and cycle access in the vicinity of the proposed Network Rail site in South Queensferry consists of a narrow footway adjacent to Hawes Brae, linking with the pedestrian network within South Queensferry via the B924, or via the nearby Dalmeny Railway Path that links with National Cycle Network Route 1 and other local routes.

Cycle Paths

Online information provides illustrations and descriptions of the various cycle routes in and around South Queensferry. This has been translated below and on Drawing 9002.

National Cycle Network Route 1 – South Queensferry to Edinburgh/Fife

NCN 1 is a long-distance cycle route that connects Dover with the Shetland Islands. Part of the route is named 'The Coast and Castles North' route that begins in Edinburgh, crosses the Firth of Forth into the Kingdom of Fife, before continuing along the east coast north to Aberdeen.

Between South Queensferry and Edinburgh NCN 1 follows an off-road route alongside the A90, an on-road section through Dalmeny, and via off-road lanes and residential streets in South Queensferry to the Forth Road Bridge. Note, the Council is working in partnership with Sustrans to deliver an upgrade of NCN 1 between Roseburn in Edinburgh and the Forth Bridge, forming part of the City of Edinburgh Council's 'Family Network', a network of cycle routes for younger, new or less confident cyclists².

² Some improvements have been completed with future improvements to be completed in 2014 and 2015 including: an upgrade to the remaining sections adjacent to the A90; smaller scale improvements at other locations on the route; access improvements; and new signage.

Between South Queensferry and Fife NCN 1 crosses the Forth Road Bridge into Fife with links to Rosyth, but with little infrastructure available to North Queensferry.

Route 76 – South Queensferry to Edinburgh/Fife

NCN 76 runs from Berwick upon Tweed to Edinburgh, Stirling and St Andrews with the route on both sides of the Forth.

Following its divergence from Route 1 at Cramond Brig, NCN 76 offers a more pleasant coastal route between South Queensferry and Edinburgh, along quiet tracks round Dalmeny Estate, through South Queensferry, under the Forth Road Bridge and past Hopetoun House.

NCN 76 also provides a route between South Queensferry and areas to the west as it continues to Bo'ness, Grangemouth and Stirling before crossing the Forth and heading eastbound to Kirkcaldy in Fife.

Other Routes

Other cycle routes in and around South Queensferry include a traffic free route named the Dalmeny Railway Path (DR reference on Drawing 9002). To the southeast of South Queensferry, this links directly with NCN 1 in Dalmeny and another local route that continues south to Kirkliston and beyond to the A8/A89 (where it connects with an east-west traffic free route that connects to Edinburgh and West Lothian). To the northwest of South Queensferry this connects with an on-road local link to NCN 76 on Hopetoun Road.

There is also a Dalmeny to Forth Road Bridge link that is traffic free between the Bridge and Kirkliston Road becoming on-road on Scotstoun Avenue where it connects with NCN 1.



Photo 29: NCN 1 off-road section between Rosebery Avenue and Scotstoun Avenue (looking south from Ashburnham Road near Rosebery Avenue)



Photo 30: NCN 1 off-road section between Rosebery Avenue and Scotstoun Avenue (looking north to Ashburnham Road near Rosebery Avenue)



Photo 31: NCN 1 off-road section between Rosebery Avenue and Scotstoun Avenue (looking north from Scotstoun Avenue)



Photo 32: NCN 1 off-road section between Rosebery Avenue and Scotstoun Avenue (looking north)



Photo 33: NCN 1 off-road section between Scotstoun Avenue and Dalmeny Main Street (looking from Scotstoun Avenue in vicinity of dropped kerb crossing of Scotstoun Avenue)



Photo 34: NCN 1 off-road section between Scotstoun Avenue and Dalmeny Main Street (looking south)

Edinburgh Core Paths

As introduced in the Policy and Guidance Review (Chapter 2) The Edinburgh Core Paths Plan was published in 2008 “to identify a system of routes that provides the community and visitors with reasonable non-motorised access throughout the local authority area”, suitable for all types of user including walkers, cyclists and horse-riders of varying abilities.

In and around South Queensferry there are three core paths:

- CEC 6: Firth of Forth – is synonymous, in the vicinity of South Queensferry, with NCN 76 linking South Queensferry and Edinburgh following the coast as closely as possible.
- CEC 9: South Queensferry to Craigleith – is an alternative core path linking South Queensferry and Edinburgh running parallel to the A90 dual carriageway, on a separated cycleway, and beyond to Edinburgh.
- CEC 10: Newbridge to South Queensferry and Kirkliston – follows a disused railway from Newbridge, via Kirkliston and Dalmeny Station, to South Queensferry i.e. synonymous with the Dalmeny Railway Path linking with the Firth of Forth route in South Queensferry, and across the Forth Road Bridge to Fife.

Cycle Parking

Photo 35 shows the existing 5-stand secure and covered cycle storage provided adjacent to the Contact & Education Centre, accessible via the links described above.



Photo 35: Existing Contact & Education cycle parking

The Transport Scotland 'Transport Assessment Guidance' document suggests that journey times of 20 to 30 minutes are appropriate for walking journeys. This is equivalent to 1.6km to 2.4km, assuming a walk speed of 4.8kph. Drawing 9002 shows approximate 400m, 800m and 1.6km straight line pedestrian isochrones³ from the centre of the development site. These provide a proxy for walking times of approximately 5, 10 and 20 minutes but must be considered as representative of walking distances only, as they do not consider any barrier effect of the surrounding road network or topography.

Similarly, based on a typical unimpeded cycle speed of 16 kilometres per hour, and cycling times of 15-minutes and 30-minutes, it would be potentially possible to access Kirkliston; parts of Broxburn; Ratho; Cramond; Dalgety Bay; and Rosyth by cycle, as illustrated on Drawing 9003. It should be noted that these are straight line cycling isochrones and must be considered as representative of cycling distances only, as they do not consider any barrier effect of the surrounding road network or topography.

3.2.1.2 Bus Access

The closest bus stops to the current Contact & Education Centre are:

1. Adjacent to the A90 between the Echline Junction and the Forth Road Bridge;
2. Adjacent to Hopetoun Road/Bo'ness Road, to the north of the Contact & Education Centre, accessible by foot and cycle (although the gradient could be difficult to negotiate for some);
3. Adjacent to Kirkliston Road, near Viewforth Place; and
4. Adjacent to the Tesco store within Ferrymuir Retail Park.

The existing bus stops, with the exception of those adjacent to the Tesco store within Ferrymuir Retail Park, are within what might be deemed an acceptable walking distance i.e. generally accepted as being 400m, although the needs of elderly and disabled users have to be given due consideration.

The closest bus stops to the proposed Network Rail site in South Queensferry are:

5. Adjacent to Station Road, at Dalmeny Railway Station.

A summary of current bus services is provided in Table 2.

³ Definition of isochrone: a line on a diagram or map connecting points relating to the same time or equal times.

Table 2: Summary of Approximate Frequency of Bus Services (South Queensferry)

Service Number	Operator	Route	Bus Stop Reference	Day	Service Summary
7	E&M Horsburgh	St John's Hospital – South Queensferry Echline	2; 3 and 4	Monday to Saturday	2 morning services and 4 evening services to South Queensferry and 3 morning services from South Queensferry
23/23A	E&M Horsburgh	Bathgate – Torphichen – Linlithgow – Philipston – Newton – South Queensferry	2 and 3	Monday to Saturday	2-hourly service
40/40A	Stagecoach	Edinburgh – Barnton – Queensferry – Barnton – Edinburgh	1; 2; 3; 4; and 5	Monday to Sunday	Alternating services running, generally, on a 15-minute frequency reducing to a 30-minute frequency on Sundays
50	Stagecoach	Leith – Ferrytoll P&R – Dunfermline	1	Monday to Friday	2 morning services; and 2 evening services
51	Stagecoach	Dunfermline – Livingston	1	Saturday and Sunday	4 services through the day
53/X53/57/X57	Stagecoach	Kirkcaldy – Burntisland – Ferrytoll – Edinburgh	1	Monday to Friday	10 early morning services and 1 evening service southbound; 2 early morning services and 6 evening services northbound
55/N55	Stagecoach	Dunfermline – Ferrytoll P&R – Edinburgh	1	Monday to Sunday	30-minute frequency with additional peak time services on weekdays
55A	Stagecoach	Dunfermline – Ferrytoll P&R – South Queensferry	1	Monday to Sunday	Morning services southbound (9 weekday; 7 Saturday; and 3 Sunday) and 3 late night services northbound
63	Lothian Buses	Queensferry – Ferrymuir Retail Park – Kirkliston – Newbridge – Gyle – Hermiston P&R – Riccarton	2; 3 and 4	Monday to Sunday	Hourly service with additional weekday early morning services

Service Number	Operator	Route	Bus Stop Reference	Day	Service Summary
651	First	Dunfermline – Livingston (Bus Terminal) via Queensferry	2 and 3	Monday to Saturday	Hourly service
747	Stagecoach	Halbeath P&R – Inverkeithing – Ferrytoll P&R – Edinburgh Airport	1	Monday to Saturday	30 minute frequency

This shows that there are a number of bus services in the vicinity of the prospective and proposed development sites providing connections within South Queensferry; to nearby settlements; and beyond to Edinburgh and Fife. Many of the services only connect with South Queensferry via the bus stops on the Forth Road Bridge, as part of strategic routes between Fife and Edinburgh/Livingston, although there are a reasonable number of services that run regularly between these same locations that do permeate South Queensferry. It should be noted, however, that there is currently no direct service between South Queensferry and North Queensferry, which could raise issues if future developments do want to consider being linked.

3.2.1.3 Rail Access

The closest railway station to the South Queensferry sites is Dalmeny Station. This is located approximately 1.5km to the east of the existing Contact & Education Centre site and is accessible using existing walking facilities. This equates to a 20-minute walking time, assuming a walk speed of 4.8kph. Dalmeny Station is located close to the proposed Network Rail site, approximately 350m south. This equates to a walking time of approximately 5 minutes. However, the direct pedestrian route is narrow, substandard and overgrown. The station is on the Fife Circle Line, located just south of the Forth Bridge, with regular services via Dalmeny to/from Newcraighall/Edinburgh and Fife (e.g. Dunfermline; Kirkcaldy and Glenrothes).

The walking distance to the prospective site at the Contact & Education Centre from the railway station is beyond what is commonly deemed to be an acceptable walking distance to access rail services (approximately 1km). However, a regular bus service can be accessed from nearby bus stops on Station Road (service 40/40A) which does also stop at bus stops within a reasonable walking distance of the Contact & Education Centre development site i.e. on Hopetoun Road/Bo'ness Road, to the north of the Contact & Education Centre, and on Kirkliston Road, near Viewforth Place.

3.2.2 Vehicular Access

3.2.2.1 Road Network

Contact & Education Centre Site

Access to the Contact & Education Centre for motor vehicles is via Ferrymuir Gait, a single carriageway road that terminates at the Contact & Education Centre. Ferrymuir Gait also provides access to a petrol filling station (PFS), and connects with the local road network in the vicinity of the PFS at a priority junction with the B800, Ferry Muir Road.

Ferry Muir Road is a distributor road between Echline Junction (a grade separated gyratory) and Ferrymuir Roundabout. Through this section two southbound lanes and a single northbound lane are provided.

The Echline Junction provides onward travel north to Fife via the Forth Road Bridge; southeast to Edinburgh and the Lothians via the A90; and west to Bo'ness, Linlithgow and beyond via the A904. The junction generally provides three circulating lanes (excluding the A90 northbound approach where two lanes are provided), with nearside lane drops to each of the exit arms. A footway is provided across the

north of the junction, facilitating pedestrian movements between the A904, the B800 and the north facing slip roads of the Forth Road Bridge. Traffic flow through the junction is controlled by traffic signals on each of the entry arms and on the gyratory itself. Ferrymuir Roundabout provides local access to South Queensferry via Kirkliston Road and to Ferrymuir Retail Park and south to Kirkliston via the B800.

The A904 is a distributor road which provides access between Echline Junction and West Lothian. Local road junctions provide access to the B924, Bo'ness Road. A footway is provided to the north of the carriageway which serves a number of properties along the route.

Network Rail Site

Access to the proposed Network Rail site in South Queensferry for motor vehicles is via an existing access track from Hawes Brae. Hawes Brae is a single carriageway road forming part of the B924 that extends through South Queensferry town centre (High Street/Hopetoun Road), connecting with the A904, Builyleon Road to the west of South Queensferry and the A90 to the east of South Queensferry and Dalmeny.

3.2.2.2 Parking

The existing car park at the Contact & Education Centre is accessed via Ferrymuir Gait from the B800/Ferrymuir Roundabout, and consists of 150 car parking spaces (including 6 disabled spaces (4%) and 2 spaces for charging electric vehicles) and approximately 5 coach parking spaces (some of which were being used as part of ongoing works during the site visit).

During the site visit, it was noted that part of the car park was coned off (which included 26 car parking spaces, including 2 disabled spaces). A snapshot survey of the car park during the site visit highlighted that the car park was approximately 55% occupied i.e. 83 spaces. 1 coach also arrived during this time.



Photo 36: Existing Car Park

3.3 North Queensferry⁴

3.3.1 Sustainable Travel

3.3.1.1 Pedestrian and Cycle Access

Pedestrian provision within North Queensferry mainly consists of footways and dropped kerb crossing points at some locations. The footways are often substandard in terms of width, with breaks in provision in some locations, dictated in part by the village's historical layout. It is noted that users do have to use the carriageway in certain locations, and the steep incline of Ferrytoll Road, which provides active travel access to the railway station, likely has a negative impact on movements, especially with more vulnerable users e.g. mobility impaired users, those with prams/pushchairs, the elderly, children etc. In addition to the lack of facilities and topography, North Queensferry is also fairly remote from

⁴ Summarised from network Rail study.