



Queensferry, Edinburgh

Report of On-Street Parking Opportunities

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1. Introduction

Queensferry

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

Proposed Scheme

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

Table 1.1 Impact of Proposed Scheme on Town Centre Parking

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

Impact on Traffic Circulation

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



2. Parking in Queensferry

On-Street Parking Opportunities

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

Table 2.1 On-Street Parking

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

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

Longcraigs Road

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



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

Hawes Brae

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

Station Road

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

Burgess Road

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



Burdock Road

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

Ashburnham Loan

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

The Loan

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



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

Rosebery Avenue

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

Viewforth Place

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

Loch Road

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

Stewart Terrace

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

Morison Gardens

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

**Shore Road**

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

Bo'ness Road

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

Off-Street Parking Opportunities

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

Dalmeny Rail Station Car Park

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



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

Port Edgar

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

Signing

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



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

Summary

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

On-Street

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

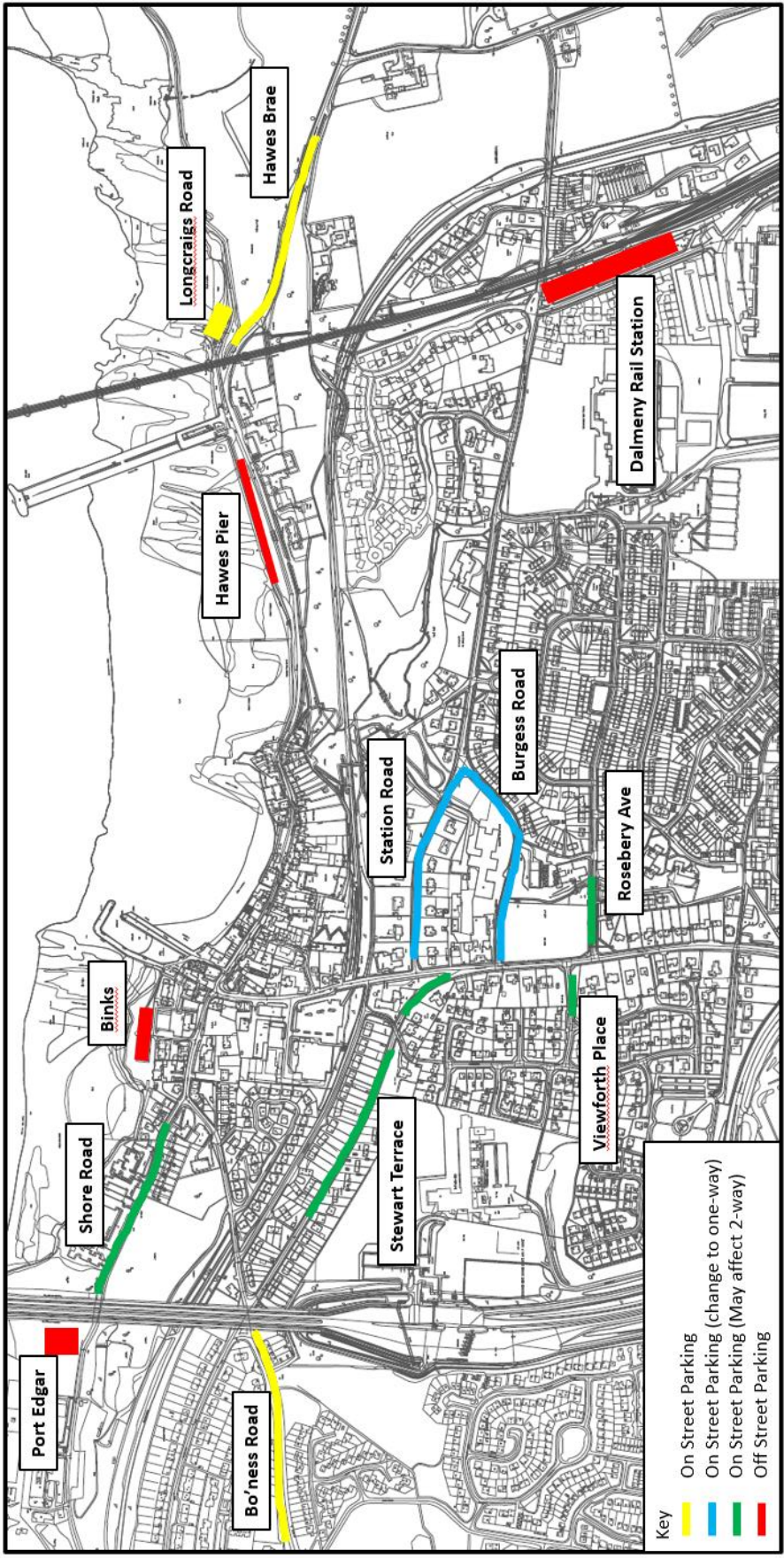
Off Street

- Dalmeny Rail Station (weekends only) – Car park capacity 160 spaces;
- Port Edgar – Dependant on area but 3 rows of 20 cars / row minimum (60 cars).

2.65 With regard to signing it is not possible to consider a signing strategy until the parking areas to be included in that strategy have been identified. However, in principle, signing must help drivers to understand where the main parking areas are located, alternatives to these and, when parking on-street, visitors must be comfortable that the space is available for all, especially when within or adjacent to residential areas.



Figure 2.1 Possible On/Off-Street Parking Locations





3. Discussion

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



Appendix A. Site Visit and Initial Assessment



Appendix B. Survey Extents