



QUEENSFERRY PLACE PLAN

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Executive Summary

Queensferry & District Community Council have prepared this Local Place Plan developed through a community-led, government-supported process. It aims to present the Queensferry community's long-term vision, regeneration strategy and project proposals for their town.

The Plan is based on a wealth of community engagement and stakeholder consultations gathered over a fifteen year period, together with relevant economic baseline information covering approximately the same period. It aligns closely with the National Planning Framework (NPF4) aims and policies, focusing on sustainable, liveable and productive places.

The Place Plan will inform the preparation of funding bids and will be submitted to The City of Edinburgh Council as a statutory Local Place Plan, which once registered will be taken into account in the preparation of the next Local Development Plan (LDP) known as City Plan 2040. The LDP is the Council's development and land-use based plan setting out where development should and should not happen.

QUEENSFERRY PLACE PLAN

Through the analysis of community engagement outcomes, four key themes were identified which guided the finalisation of the Place Plan and its proposed projects:

- Community, Its People & Wellbeing
- Infrastructure, Tourism & Connectivity
- Natural & Built Environment & Heritage
- Town Centre @ Creative Place

Each theme includes spatial and non-spatial projects of varying scale and timeframe, with stakeholders and funding sources identified, ensuring both small and large initiatives support Queensferry's long term success and prosperity.



Photo © Alistair Pryde



01

INTRODUCTION

Introduction

The Queensferry Place Plan sets out the community's vision for the next twenty years – identifying priorities for change, opportunities to improve the town, and projects to be taken forward by the community and partners.

The Plan sets out local people's aspiration of a well-connected, resilient, and thriving town. The plan importantly needs to continue to strengthen Queensferry's successful town centre building on community, neighbourhood and place-based strengths to ensure Queensferry remains an attractive and appealing place to live, work and visit.

The Plan is a starting point and catalyst – rather than the end of a process. The projects and initiatives outlined in the Plan will require further collaboration, planning, and investment to deliver. The Plan should therefore provide a basis for further engagement among the community, local businesses, planners, and other stakeholders with an interest in the long-term success of Queensferry.



“
focus on the changes
that the community
wish to see for the
area
”

What is a Local Place Plan?

Local Place Plans represent a new way of planning that empowers communities and allows them meaningful input into their future, and the decisions made that will affect them. They provide an opportunity for communities to develop proposals about how land is developed and used in their local area and to formally submit these to their local authority to be taken into account in development planning.

Queensferry has also taken the opportunity within the Local Place Plan to identify local initiatives or projects that the community supports and could, with appropriate funding, help to facilitate and deliver to improve the town and local neighbourhood.

The Plan has been shaped through an extensive process of local consultation and engagement to understand local issues and aspirations, define themes and priorities for change; creating projects that improve the town as a place to live, work, and visit. It sets out a space-based vision for how the community would like to see development and the use of land in the town evolve to meet local needs and priorities.

Every place across the City of Edinburgh is different. Local Place Plans have been brought in to reflect this. They are a new type of plan introduced by the Planning (Scotland) Act 2019.

Producing a Local Place Plan provides the opportunity to shape the future of your local area by creating a plan that addresses local needs or concerns.

The Local Place Plan has been prepared with regard to the following guidance and policy documents:

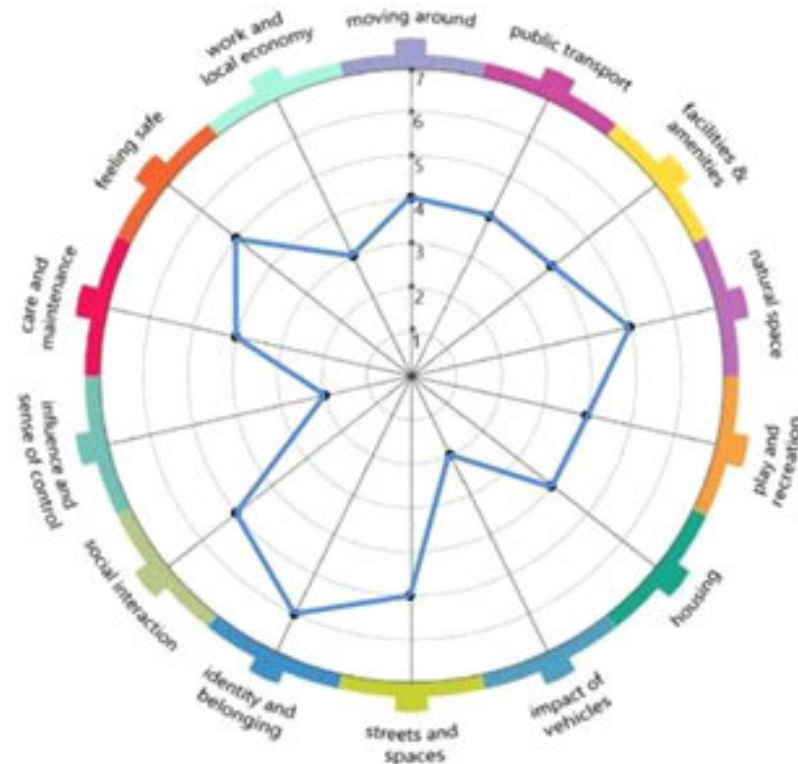
- The City of Edinburgh Council City Plan 2020 Local Development Plan <https://www.edinburgh.gov.uk/cityplan2030>
- National Planning Framework (NPF4 2023)
- Planning Circular 1/2022 Local Place Plans
- Local Place Plans - Draft 'How To' Guide
- The City of Edinburgh Council <https://www.edinburgh.gov.uk/local-development-plan-guidance-1/local-place-plans/2>



Purpose & Objectives

The plan is intended as a framework and reference for use by many organisations and stakeholders in Queensferry to drive further collaboration and partnership working around local development, services, investment and place-based initiatives.

It seeks to build upon work undertaken to date by the QDCC addressing local issues and concerns raised since the last City of Edinburgh LDP and the resulting development pressures on the town.



Queensferry & District Community Council

The Local Place Plan (LPP) is submitted by Queensferry & District Community Council to The City of Edinburgh Council. It has been formed through an extensive process of evidence gathering, review, and consultation with a wide range of local people, groups, and interests.

Queensferry & District Community Council is a non-political voluntary but statutory body of local residents representing the people of Queensferry and Dalmeny, involved in a wide range of issues making local representation on areas such as Planning, transport, housing, education, licensing, safety, health & wellbeing, environment, local economy & tourism, policing.

Sub-committees of the community council meet local stakeholders and officials regularly to take forward issues on behalf of the community in addition to monthly business meetings of the full community council. A copy of their constitution is available at the following weblink: [http:// Queensferryregen.com/wp-content/uploads/2024/02/SR- SCIO-constitution-2020.pdf](http://Queensferryregen.com/wp-content/uploads/2024/02/SR-SCIO-constitution-2020.pdf)

The 2015 Queensferry Place Standard noted that identity and belonging were a core strength in the Town. QDCC looks to harness this community spirit to establish real and lasting change in areas of local concern and to develop improved community influence and sense of control.

Local Place Plan – Team

A Steering Group comprised of key members of Queensferry & District Community Council, and local community representatives has overseen the process of LPP preparation. The Steering Group has organised Consultation Events, coordinated parallel activities with City of Edinburgh Council School Campus Planning) and throughout the process provides feedback, insight and guidance.

Members of the subgroups involved in the development of the Plan include representatives from the Queensferry Heritage Trust, Local GP, UNESCO Forth Bridges, local businesses, Rosebery Estate, Port Edgar businesses, the Priory Church and many local organisations, as well as interested residents who have attended regular public meetings.

The preparation of the LPP has been funded through the QDCC and through voluntary support.

“
Our place, our vision.
Setting the aspirations
for our communities.”

Local Place Plan Boundary

The Local Place Plan relates to the town of Queensferry, Dalmeny and its immediate environment.

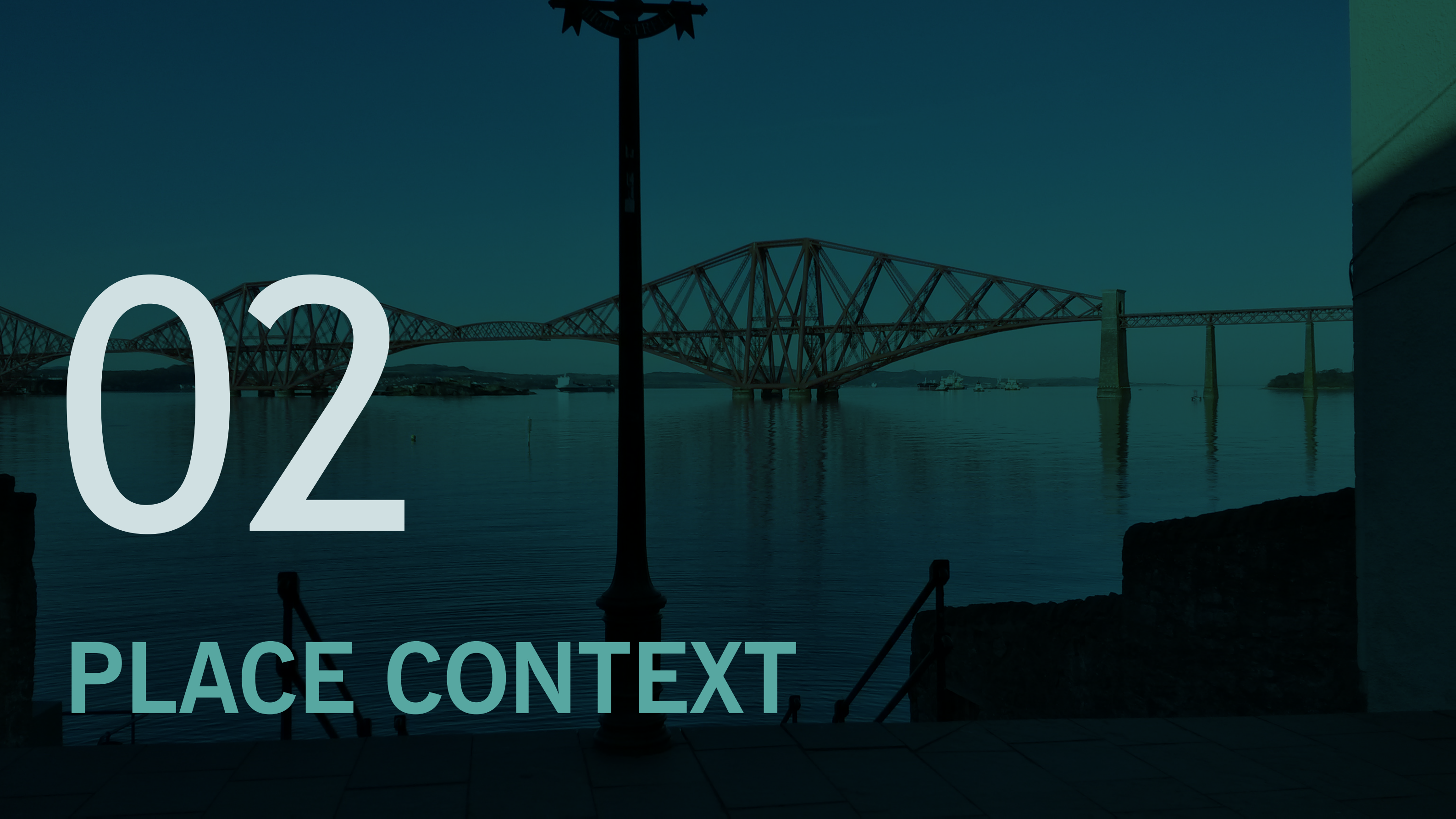
The Local Place Plan boundaries represent the Queensferry & District Community Council area which establishes an appropriate representative area for a Local Place Plan. The plan covers:

- Area defined by the M90, A90 and areas extending towards the B824
- The coastal margin including the Forth Bridges
- Land associated with the Queensferry Junction (M90).

The following authorities cover the area:

- Local Authority: City of Edinburgh Council
- Health Board: NHS Lothian
- Police: Police Scotland
- Transport: Scotrail / Lothian Buses /Stagecoach /Cruise Forth





02

PLACE CONTEXT.

Place Context

Queensferry is a small coastal town located on the south shore of the Firth of Forth, co-located with the Forth Bridges and about 10 miles north-west of Edinburgh. It has a celebrated history, a vibrant harbour marina and forms a tourism destination of high amenity reflecting both proximity to the Forth Bridges (UNESCO World Heritage Site) and the quality of its central core and Conservation Area.

Demographics

Over the past decade, its population has increased by approximately 13%, reaching roughly 10,200 residents by 2022, predominantly families and middle-aged adults, alongside an increasing older population. The town has been seen as relatively affluent, characterised by higher-than-average income levels, strong homeownership rates, relatively low unemployment, and high educational attainment. However, pockets of mild deprivation and access challenges, notably in healthcare provision, persist, demanding targeted interventions to ensure inclusive growth. Increased affordable housing is creating new pressures on the Town.

Socio-Economics

Economically, Queensferry is buoyed by tourism and hospitality, anchored by the iconic UNESCO-listed Forth Bridge, and complemented by the revitalised Port Edgar Marina. The previous Queensferry Ambition Business Improvement District worked hard

for the town however no longer exists. Significant benefits for providing enhanced commercial vibrancy and visitor experience may be realised with a new BID associated with wider Town wide momentum. Nevertheless, the local economy significantly depends on commuting links to Edinburgh and tourism and hospitality highlighting both its strengths as a commuter town and vulnerabilities to external economic shifts.

Place

Contemporary challenges centre on managing balanced and sustainable growth, housing affordability, infrastructure capacity (particularly healthcare and education), heritage conservation, and environmental resilience.

Overall, Queensferry's baseline position reflects significant strengths in heritage, economic potential, and strategic location, tempered by significant infrastructure pressures and concerns relating to environmental considerations and place quality. Future development opportunities must carefully navigate these issues, recognising that further expansion will be very limited with measures to re-balance the town, address community infrastructure, connectivity and place-based needs and conservation representing the core priorities.

Edinburgh's City Plan 2030 and the future City Plan 2040 will align national policies giving emphasis to sustainable and inclusive growth. These align well with local priorities. The core challenge is to establish a programme for local investment and change to address these challenges. The Local Place Plan seeks to address this challenge.



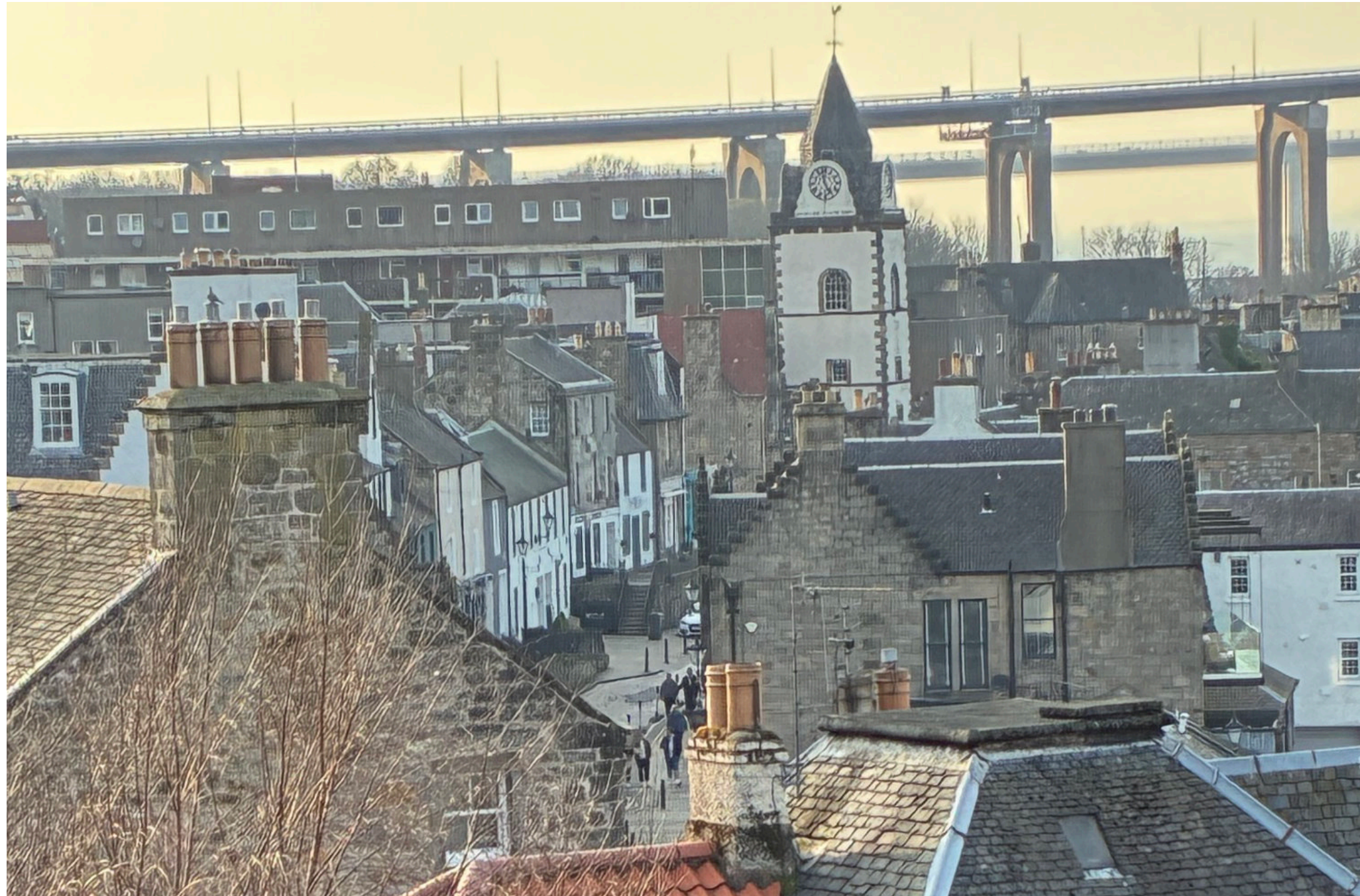
Environment

Environmentally, Queensferry benefits from robust ecological protections along the Firth of Forth, including designated Sites of Special Scientific Interest and Special Protection Areas, supporting biodiversity and safeguarding coastal habitats. Several Local Biodiversity sites are located in the area, and native wildlife such as badgers, foxes and herons thrive in the estates and greenspaces around the town. However, coastal flooding risks exacerbated by climate change pose an ongoing planning concern, underscoring the necessity of sustainable and resilient infrastructure.

The built environment blends historical heritage—evident in its protected Conservation Area—with substantial modern residential expansion, particularly at Bridgewater Village (SW urban expansion - Ferrymuir or Builyeon Road) adding more than 1,000 homes since 2015.

Infrastructure

Infrastructure within the Town is under pressure with tourism increasing and limited available public transport and parking capacity. Supporting healthcare services are stretched to meet increased population. Active Travel networks lack connectivity with further enhancements and strategic thinking in sustainable transport required to mitigate local traffic pressures, parking capacity and reduce congestion, particularly during peak tourist periods and cruise liner visits.



Policy Framework

The Local Place Plan has been prepared with regard to the existing guidance and policy documents, in particular the City of Edinburgh Council Local Development Plan (2016), City Plan 2030 (LDP- 2025) and National Planning Framework 4 (NPF4-2023).

The Local Place Plan has been prepared with close reference to local and national policy priorities around Place, Climate Change-Just Transition, Local Living, Health & Wellbeing, Biodiversity and Active Travel.

The themes and projects which have emerged from the Queensferry community are strongly aligned to these policy priorities. and will ensure that the area continues to contribute positively to realisation of objectives set out in the Local Development Plan and National Planning Framework 4 as well as wider plans and strategies giving recognition to design, place-making, building stronger neighbourhoods, active travel and 20-minute neighbourhoods.

The core Development Plan policy and planning documents that guide and regulate development for Queensferry seek to manage land use, promote sustainable development and align with national planning objectives.

National Planning Framework 4

NPF4 places significant emphasis on building a more inclusive and fairer well-being economy. This Town Centre Action Plan builds directly on the key strands of the National Planning Framework and will therefore align closely with the next LDP. The framework in this report is based on setting out the type of measures to deliver the NPF4 in terms of:

- **Sustainable Places:** Addressing Climate Change, Biodiversity, Climate Adaptation & Resilience, Natural Places, Historic Assets, Sustainable Transport.
- **Liveable Places:** Design Quality, Local Living & 20 Minute Neighbourhoods, Quality Homes, Blue-Green Infrastructure, Play Recreation & Sport, Digital.
- **Productive Places:** Community Wealth Building, Employment, Promoting Mixed-Use & the Whole Town Economy, Retail, Tourism and Culture & Creativity.

City of Edinburgh Local Dev. Plan

The Edinburgh City Plan (LDP) City Plan 2030 was adopted in November 2024 and sets out both the spatial strategy and policies and proposals for the Council area. It replaces the previous Edinburgh Local Development Plan 2016. Together with the national planning document NPF4, it forms the development plan setting out policies and proposals to guide development. A Delivery Programme sets out how a Local Development Plan (LDP) is to be implemented. It identifies a list of actions required to deliver the policy and proposals contained within a Local Development Plan alongside an explanation of how actions are to be undertaken and timescale for each action along with a ‘pipeline’ of the expected sequencing and timescales for the delivery of allocated housing sites. The City Vision 2050 for Edinburgh sets out a vision and a commitment for change that is working towards a city that is fair, pioneering, welcoming and thriving. City Plan 2030 sets out how we develop our city sustainably over the next ten years.

CEC Local Place Plan Guidance

The Plan has been prepared in line with relevant guidance and requirements published for Local Place Plans, (Planning Circular 1/2022) and City of Edinburgh Council Local Place Plan Guidance (<https://www.edinburgh.gov.uk/local-development-plan-guidance-1/local-place-plans>).

03

CONSULTATION & ENGAGEMENT

PLAN-MAKING STANDARD

- Characterful & Diverse: Active, vibrant, welcoming, pleasant places to live, work and time in
- Flexible: Adaptable to Future Needs & Trends (internet shopping/ growth of café culture/ sustainable transport)
- Attractive: Every activity adding more reasons to stay longer

- Celebrated: memorable places visit, focus of community activity and local pride
- Accessible: providing a fair, convenient and safe environment for all



Consultation & Engagement

Consultation and engagement on the Local Place Plan have been progressed through a series of workshop events and stages over a period of over 2 years. This evolved from initial and ‘open-ended’ discussions around Queensferry and District as a place, its issues, opportunities for change leading to the identification of themes, projects and ideas for intervention. A Draft Local Place Plan was prepared and this was subject to a consultation Open Day Event focussed on the adoption of the Local Place Plan.

The consultation process has involved a combination of evening consultations, targeted topic engagement with key groups and a range of sub-group meetings around key themes and topic areas.

A wide range of views and perspectives have been shared about Queensferry and its special qualities, issues and challenges as a place. The Local Place Plan has been developed to capture and articulate these, while shaping a positive vision for the future of the town.

Over the past 15 years, 16 consultations have been undertaken with scope for a Community Trust previously being discussed. These consultations have been thoroughly reviewed and

summarised by a Community Council Planning sub group and highlighted as fitting into a selection of categories identified within the 2016 Placemaking Study (Care & Maintenance/ Facilities & Amenities/ Housing/ Impact of vehicles/ Influence & Sense of Control/ Moving Around/ Natural Space/ Play & Recreation/ Public Transport/ Streets & Spaces/ Work & Local Economy). When developing potential projects for the Queensferry Place Plan the summary tabulated output (Appendix 1) of the Consultation report was incorporated within ‘Projects’ for discussion and review at the Queensferry Your Town - Your Future Workshop 2.

Stage 1: Establishing LPP Team

A Queensferry LPP Team was formed comprising members of the QDCC with views collected and reviewed informally through regular meetings.

The LPP Team formed as a sub-group within QDCC, with the purpose of guiding, overseeing and coordinating engagement and to facilitate the widest possible engagement including reaching-out to groups and individuals with known issues of local importance.

Consultancy support for consultation and engagement and framing the LPP was secured and has helped to structure the plan preparation, engagement and community conversations.



Stage 2: ‘Queensferry Your Town – Your Future’ Meetings

This stage principally built upon the established willingness among local people to engage on issues affecting the community and built upon consultation on-going relating to the new Primary School Campus.

The LPP Team organised a series of workshops with invited stakeholders to engage the local community and to ‘start a conversation’ about the issues and priorities for change in Queensferry.

A Queensferry Your Town – Your Future’ Workshop No 1, in Autumn 2024 explored the key issues and feelings of the community about Queensferry and its future. The workshop identified a series of strategic issues, themes and project ideas. Participants were also asked 'if you could have one thing for Queensferry what would it be?'

Strategic Issues:

- Managing Growth & Infrastructure Pressures Housing Expansion & Growth
- Securing Re-investment in Community Infrastructure
- Exploring New Models / Thinking Differently opportunity to work with new Partnership & Pilot Models

Key Themes:

- Community, Its People & Wellbeing
- Infrastructure, Tourism & Connectivity
- Natural & Built Environment & Heritage
- Town Centre – Creative Place



Stage 3: Local Place Plan: Emerging Themes & Priorities

Building from the 'Queensferry Your Town – Your Future' Workshop No 1, in Autumn 2024 a series of consultation boards were prepared to summarise emerging themes and ideas for projects for the Queensferry Local Place Plan.

A 'Queensferry Your Town – Your Future' Workshop No 2, was held in Spring 2025 in the Rosebery Hall to further develop project ideas and priorities. A detailed summary of responses to the emerging themes and priorities were collated and are held by QDCC.

The consultation boards were discussed at the workshop with local community groups, stakeholders and organisations to draw feedback on emerging ideas, themes and priorities. The workshop split into two groups talking through each aspect of the Vision, Themes and potential projects. Additional ideas were brought to the table and have been incorporated within the report.

Stage 4: Draft Place Plan Review

Circulation to interested Stakeholder groups of the Draft Place Plan afforded both opportunity to comment and scope for additional project ideas. The list of potential projects for Queensferry is long with lots of fantastic ideas generated or past proposals referenced.

Scope for the Binks car park to be developed creating an improved environment and extended car park was highlighted. Additionally the opportunity to develop a west end visitor/ local car park by combining the Library/ Edwards/ Telephone Exchange sites.



Drop in Public Event - November 2025

A Drop In public event with exhibition boards summarising the Draft Local Place Plan took place on 29th November 2025 alongside the Christmas Market held in the Rosebery Hall. The event was well attended with additional feedback received being collated by QDCC. A further public drop in session to promote the LPP took place on Wednesday 14th January 2026 at the same time as the Forth Bridges World Heritage Forum consultation about their reviewed management plan.

Pupils at Queensferry High School were engaged with as part of their Pupil Parliament on 9th December 2025. Seeking young people's views had been a key aspiration of QDCC since the Place Plan process was initiated. The High School workshops were facilitated by The City of Edinburgh Council team.

Communications used for promoting the LPP.

Regular updates were provided at QDCC monthly business meetings; reference QDCC Minutes of meetings. Monthly newsletter published on Website and Facebook prior to monthly meetings and minutes of meetings published and a public document.

Presentation of the Draft LPP to Queensferry Heritage Trust on Wednesday 22nd October 2025. Consultation on the draft LPP was published on the QDCC Website and Facebook accounts for four weeks in January 2026 seeking feedback which was compiled and is contained in Appendix diagram identifies a strong community

spirit as a core strength, but the Plan does not explain how this strength will be harnessed, protected, or expanded through the proposed projects.

“Have your say” front page LPP feature article published in the Queensferry Journal Gazette 9th Jan ‘26

“Safeguarding Ferry’s Future” news item publicising examples of the LPP projects published in the Queensferry Journal Gazette 23rd Jan ‘26 and closing date for feedback published in the Queensferry Journal Gazette 30th Jan ‘26

Kirkliston, Cramond & Barnton, Newton and North Queensferry Community Councils, and the FBWH Management group were informed by email and provided with a copy of the draft LPP for comment. No comments were received.

Stage 5 Local Place Plan Submisison

In line with the requirements of the Town & Country Planning (Local Place Plan) (Scotland) Regulations 2021 a copy of the proposed Local Place Plan and an accompanying Information Notice was also issued to Local Councillors and all Community Councils within the Local Place Plan area, and those adjoining, for comment.





04

VISION &
KEY THEMES

Vision & Key Themes

The Local Place Plan is prepared to provide a clear expression of the community's vision, priorities and to provide a focus for future interventions and actions. It identifies specific and deliverable projects that will tangibly improve Queensferry for the people that live there, support, protect and enhance its liveable place qualities and continue to promote sustainable growth as a place-based visitor destination.

Setting a Vision

The town has a rich history, and a strong sense of identity and belonging within its communities. Compared to other rural towns Queensferry/ Dalmeny has a noticeable multicultural presence. It is home to a wealth of historic buildings, outstanding nature and landscape, successful independent retailers and hospitality, and a strong legacy associated with the UNESCO World Heritage Rail Bridge which has helped to shape the town. Together these elements make Queensferry a great place to live and work, and a unique destination to visit. Our vision is about celebrating and enhancing these qualities in and around Queensferry.

We recognise that Queensferry, like all towns, must evolve to contemporary changes in how we shop, travel, work, and access services. Through the Local Place Plan, we seek to position the existing community at the centre of this evolution and as a key driver of positive change – capturing growth opportunities such as tourism, improving our local environment and heritage, and supporting the health and wellbeing for people of all ages. Through a community-led approach we will be pro-active in building on and extending the towns fundamental assets and strengths, supporting a more sustainable, vibrant, and resilient Queensferry.

Vision

Queensferry a place for people.

Our town will be a vibrant, welcoming community celebrating its place quality and heritage, and recognised for its exceptional place appeal and liveability.

A town with an active participating community where sensitive planning supports a strong, sustainable, healthy, and inclusive lifestyle for all its residents and visitors.

A town with a strong successful and sustainable core of community facilities and High Street activity that encourage active use of the Town Centre supported by improved walking and cycling connections.

A town that celebrates its assets, multiculturalism, community spirit and levels of civic engagement promoting events and direct participation to further strengthen its sense of community.

Strategic Issues 1: Managing Growth & Infrastructure Pressures, Housing Expansion & Growth

1

Managing Growth & Housing Expansion

The scale of new housing has raised concerns about maintaining Queensferry's community feel and ensuring infrastructure requirements are addressed appropriately. Recent and on-going developments provide much-needed homes including affordable housing but it still remains challenging for local young people to get on the housing ladder. Expansion has extended to the physical boundary of the dual carriageway.

No further strategic housing expansion of significant scale. Promotion of urban renewal, brownfield land redevelopment and housing infill.

Community Infrastructure

Queensferry is experiencing a community infrastructure lag with the population growing faster than the services, most specifically healthcare and schools. A key local issue is healthcare capacity with a single GP practice unable to respond to demand leading to calls for a second practice or an expanded health centre.

Similarly, school capacity is an issue of significant local concern. The City of Edinburgh are looking to a Queensferry High School extension and expansion with both the facility and its programme being key issues for the community.

The rapid population growth in Queensferry and Dalmeny has also created a youth provision gap, placing pressure on the voluntary groups like Scouts, where demand now exceeds capacity.

Overall, ensuring that education, healthcare, and social services keep up with the town's needs is a local priority, requiring a closer and collaborative approach between local government and service providers.

Critical need to rebalance the community infrastructure with town growth and secure investment in health, schools and community buildings.

Active Travel/Neighbourhoods

New developments with their masterplans and design and access statements reflect the policy agenda and promote ideas of 20 Minute Neighbourhoods. Local access to convenience retail may be appropriate but critically the core service centre for the town is the High Street. Local Living and neighbourhood planning should prioritise active travel connections to existing services/ facilities and seek to ensure that the core vibrancy, vitality and multi-use appeal of the centre is not eroded.

Queensferry is of a scale where good active travel connections can support the primacy of the Town Centre as our 20 Minute Neighbourhood and strengthen the viability of core community services and facilities.

Place & Environmental Quality

The Town's green and open space network like much of its infrastructure is challenged by population growth with local parks, play areas and sports facilities and essential core infrastructure much in demand. Greenspace, green networks, play and active travel connections need to be enhanced to offer additional capacity if these facilities are to meet the needs of the expanded population.

Queensferry has a wonderful coastal location but the growing population requires investment in greenspace, sports and play facilities.

Sustainable Travel

Dalmeny Station provides a frequent rail service for Queensferry. The station however is out with the town centre and lacks quality/ safe connections to key visitor areas. Trains are noted by local people as not viable for commuters into Edinburgh due to congestion. Bus services that serve Queensferry High Street are infrequent with long journey times discouraging their use. Bus services from Buillye Road and the old toll plaza better serve the south and west of the town.

Vital to a sustainable Queensferry are improved connections that allow safe and easy access for all.

Strategic Issues 2: Securing Re-Investment in Community Infrastructure

2

Community Infrastructure

A key element and function of the town centre is its civic infrastructure. Queensferry blends a strong heritage core with a much-valued community infrastructure that form key elements to define its sense of place and support a liveable community. These include the Rosebery Memorial Hall, Queensferry Museum, Medical Practice, Churches, Library, and not least the mix of leisure, retail, transport services and other activities that support the town centre.

Medical Practice, Care & Community Health

The Queensferry Medical Centre & GP Practice operates from The Loan, Queensferry. The practice has to date been the only practice covering Queensferry. The practice has had a plan to extend its facilities however funding is not currently available and its list has been closed to new patients until very recently .

The preference of the Health Board is now to have more than one practice covering the area therefore, the Almond Group Practice and Barclay Medical Practice have been granted permission to extend their boundaries to include the Queensferry area.

High Street

The High Street Enhancement Project has now been formally committed to by City of Edinburgh Council and the scheme will be implemented starting in 2025. The proposals will include resetting the High Street and relaying pavements to improve amenity and safe mobility of pedestrians, cyclists and other users and to enhance Queensferry's Conservation Area. Active Travel and other linked initiatives including connections between the High Street and Builyeon Road are still subject to funding

Queensferry Community Association SCIO

Rosebery Hall

Rosebery Hall (Cat A&B Listed Building) is the main community space within the Town Centre and is operated by City of Edinburgh Council in partnership with the Queensferry & Rosebery Hall Community Education Centre Association. It allows for a broad range of activity across the community. The building needs investment (building fabric / energy efficiency / services) and critically provision for the less able/disabled access.

Queensferry Community Centre

Library

The library is operated by City of Edinburgh Council at Shore Road. The Queensferry Community Campus consultation includes relocating and expanding the library into a new building on Burgess Road—offering a larger space and enhanced services as part of Edinburgh's "Living Well Locally."

Queensferry Community Campus

City of Edinburgh Council has been consulting on the new Primary School Campus. This facility is essential to meet future school numbers. Proposals include new Primary School Classrooms, new Early Years Centre, Queensferry Library improved playground facilities. The planned programme is currently uncertain.

Queensferry Museum

The Queensferry Museum is open as a free, walk-in museum, offering rich insight into local heritage and excellent views of the Forth Bridges however is only currently open on a Thursday and Friday. The Museum is located on the High Street.

Rebalancing recent growth will require investment to build stronger, more liveable neighbourhoods, protect and enhance place quality and secure the future of Queensferry's essential community infrastructure.

Strategic Issues 3: Developing new Participatory, Partnership & Pilot Models

3

Pro-Active Community Models

Queensferry & District Community Council and key organisations within the community are keen to explore new models that build resilience and support investment in community infrastructure. It is recognised that, Local authority and service providers are increasingly challenged around funding and looking to explore how new approaches or revised operational models can, for example deliver efficiencies in service provision, restructure service delivery or support participatory management.

With a strong Community Council, engaged voluntary sector and a collaborative community model QDCC would welcome opportunity to explore new models for facility management and operational organisation of community buildings and assets.

The Community Empowerment (Scotland) Act 2015 looks to support community participation (community planning / community asset management / accessible public services) and practical mechanisms may exist for QDCC to work with Edinburgh City Council, Health Board, Police and other agencies to identify stronger local solutions to address local issues.

Community Management

Partnership arrangements for the co-management of community facilities (Rosebery Hall / Museum / Library) is an area which the community would like to explore. Working within a Management Agreement a number of important local facilities could be co-managed by the community whilst ownership remains with the public body. Piloting new arrangements that could facilitate new investment, safeguard facilities and local services and reduce operational costs offering the potential for a win-win for all parties.

Public & Third Sector Partnership Models

Significant progress has been made through collaboration within Community Planning to seek to align services with local needs. Challenges remain in the Health and Social Care sector particularly around GP Practice provision.

Multi-Agency Community Engagement

Early and meaningful engagement on key services is very welcome. Engagement on the new Queensferry School Campus has been very welcome and will be critical to the identification of a solution that responds to local needs.

Development Trusts (SCIO or CIC's)

QDCC is a formally constituted Community Council under the Local Government (Scotland) Act 1973 and was established and in continuous operation since 1986. A Constitution, Standing Orders and Code of Conduct govern its operations.

QDCC are open to setting up a Development Trust as an incorporated body (charity or social enterprise) if this would enable a legible wider role. This could include for example establishing Management Agreements or contracts and would potentially allow the community to seek a wider range of grants and funding. A QDCC Development Trust could help support funding and the delivery and management of partnership projects.

QDCC recognise the challenges around resourcing and investment funding. QDCC would be keen to explore new models and pilot new approaches based on community participation to build new delivery partnerships.

Key Themes for Future

Four key themes for the Local Place Plan were defined through the engagement process, reflecting interests and priorities of local people and how they wished to see change across Queensferry.

Key Themes:

- Community, Its People & Wellbeing
- Infrastructure, Tourism & Connectivity
- Natural & Built Environment & Heritage
- Town Centre – Creative Place

The themes provide a broad organisational structure for the Local Place Plan and its priorities – with strong overlap and complementary elements between them.

The Themes and the objectives provided for each are strongly aligned to planning policy priorities for Queensferry, as well as wider principles of The City of Edinburgh Place Programme including those around enterprise activity & investment, local connectivity, opportunities for young people, and improving visitor experience.



Key Theme 1: Community, Its People & Wellbeing

Creating a healthy, happy and rewarding place in which to grow up and live – with well-connected communities and opportunities for people of all ages and interests to participate in Living Well Locally.

Consultation highlighted that Queensferry is a great place to live – as a medium sized town set in a unique location, with good schools and a close-knit community.

However, there are issues and imbalances in wellbeing and quality of life within the town and concerns around access to public services and greenspace. There is a priority to address these through targeted investment in local infrastructure and facilities where they are most needed. There are also wider challenges associated with changing demographic trends in the town and extensive unconnected residential development on its edges.

A number of these challenges relate to long-term social and economic trends which cannot be addressed through a Local Place Plan alone – but there are opportunities for locally led projects to influence and effect positive change.

‘Community First’ was identified as a key theme to address these and reflect strong feedback through consultation that Queensferry must be a town that cares for its people and is a pleasant place to live. It should take care of older people and provide opportunities for younger people to stay in the town and enjoy a high quality of life.

The Community see the need to consolidate the Town Centre providing a focus for all key activities and services with support for ‘Living Well Locally’ but promoting a town first alignment to 20-minute neighbourhoods.

Key Objectives and priorities for people & wellbeing:

- Strengthening connections and accessibility between communities within and around Queensferry
- Investing in community facilities to support the needs of a changing population – ensuring younger and older people have opportunities for leisure, recreation, play and local services.
- Working with partners to support the delivery of infrastructure that promotes Queensferry as a sustainable and pleasant place to live with a growing population.

Photo © Queensferry Rotary



Key Theme 2: Infrastructure, Tourism & Connectivity

2

Boosting the town's businesses through greater footfall and trade, creating better connections and infrastructure that support place quality, investment, ease of access and the vibrancy of the Town Centre as the primary community node.

The town centre includes a diverse mix of retail, hospitality, service sector activity operating and sustained through local resident demand in addition to visitor and tourist day visitors. There are a significant number of independent shops, cafes, and hospitality businesses clustered in the town centre – which has proved resilient in the face of changing retail trends and competition.

Tourist visitors are concentrated in summer adding to peak demand and creating issues for traffic and parking management. Cruise liner visits cause significant visitor peaks during summer months adding considerable pressure on the Town's facilities and in particular the Hawes Pier. Visits are likely to rise to over 40 in coming years. The scale and historical place-quality limits the capacity of the town centre to accommodate high volumes of people, cars and service activity with a need to plan for peripheral visitor parking and discourage unnecessary journeys and through traffic.

The Forth Rail Bridge UNESCO status is considered an enormous, and under utilised, asset for Queensferry which requires enhanced promotion. QDCC await production of the Forth Rail Bridge World Heritage Management Plan and continued involvement in its future management.

The town's World Heritage status, iconic bridge, cruise terminal and place quality all contribute to the town being a destination attracting tens of thousands of visitors, contributing to a local tourism economy estimated to create tens of millions per year in direct spend. Queensferry is additionally one of the major cruise liner ports for Edinburgh.

Edinburgh has introduced an Edinburgh Visitor Levy set at 5% of accommodation costs with receipts re-invested in tourism infrastructure. Queensferry with its approximately 300+ bed spaces should be a beneficiary. It is noted that Queensferry should also benefit from any future Cruise Ship levies given the pressures they bring to the Hawes Pier area.

Key Objectives and priorities for infrastructure, tourism & connectivity:

- A sustainable local economy with a diverse business base and thriving town centre.
- Retaining existing jobs and creating new local employment opportunities in growing sectors (marine /tourism /hospitality/ services) especially for young people.
- Encouraging all year visitation and hospitality / event activity associated with World Heritage / Town Centre / Port Edgar Marina / Hopetoun House / Dalmeny Estate.
- Improve strategic road connections around Queensferry and define a clear programme for reopening the former slip roads to the A90/ Forth Road Bridge to minimise unnecessary through town traffic.
- Develop strategic Active Travel routes.



Key Theme 3: Natural & Built Environment & Heritage

Protecting and improving the existing environment including landscape/ open spaces, natural habitats & wildlife, in addition to buildings and public realm. Investing in and supporting these assets over the long-term to be sustainable and resilient to the effects of climate change.

Queensferry has a strong heritage associated with passage over, and trade related to the Firth of Forth which brought prosperity in the 17thC. Rail connections in the 1860s resulted in the UNESCO World Heritage Rail Bridge which retains a strong presence in the town resulting in high visitor numbers. Like many small towns, Queensferry's contemporary economy reflects a mix of tourism & hospitality and retail.

In Queensferry, the breadth and quality of historic buildings are an essential characteristic of the town centre, which is recognised as a Conservation Area. Elsewhere around the town there are notable civic, residential and industrial buildings recognised for their architectural and historic interest. However, there are also long-term vacant and under-utilised buildings, including in the town centre, which detract from local character and need new investment and revitalisation.

Climate Change Resilience

Queensferry will be impacted by climate change and needs to positively contribute to net zero and climate change resilience.

More intensive storm events/ rainfall and coastal sea rise mean sea levels around the Firth of Forth are expected to rise by 23-54cms by 2080. Net Zero measures including: Building Energy; Low Carbon Transport; Local Living-Local Economy; Pilot Community Low Carbon Schemes all require further consideration and should underpin all LPP projects.

Greenspace Networks

Within Queensferry there is a mix of local parks and greenspaces serving the community. Public greenspace provision across Queensferry with accessible parks, sports and active recreation is however fairly restricted. Informal amenity greenspace and access to wider estate landscapes is strong. The City of Edinburgh is currently reviewing its green spaces, and developing a "Thriving Green Spaces 2050" strategy.

City of Edinburgh are undertaking Play Sufficiency Assessments (PSA). Provision and adequacy of Queensferry's existing play should be reviewed.

Natural & Built Environment emerged as a clear theme to highlight the opportunities to enhance and further build on the area's strong natural and built environment assets. It recognises that these require more than just protection, but pro-active management to address the impacts of climate change, sustain their special qualities, and meet changing community needs.

Key Objectives and priorities for the natural & built environment include:

- Safeguard the natural environment and open spaces within and around Queensferry – and strengthen links between these as part of a connected Green Network.
- Protecting our historic buildings and renewing and investing in under-utilised buildings and public spaces to raise the quality of the physical environment.
- Build long-term resilience to climate change through a combination of locally-led projects and collaborations with City of Edinburgh Council and other partners.
- Improve access, safety and capacity of greenspace assets, protect sports and recreational open space and ensure adequacy of local play facilities.



Key Theme 4: Town Centre @ Creative Place

Queensferry has many assets supporting its creative place and cultural offer. Designated a UNESCO World Heritage Site the Forth Bridges provide 3 iconic structures defining a strong visual and historic narrative for creative place making. Aligned and complimentary to this is the High Street and Conservation Area with its waterfront views and historic buildings creating the setting for visitation, exploration, festivals, markets, and creative arts and retailing.

The potential for 'Community-Led Tourism' has been recognised which can draw on local expertise and resources to manage tourism sustainably, with responsibility for local heritage and environment and ensuring that benefits are felt tangibly by communities in the area. Linked to this, arts and culture has a strong history including artistic heritage, with an active contemporary cultural scene including events (Loony Dook / Ferry Fair / Edinburgh Festival Events) local artists and creators, live music, performances, exhibitions, and community-based arts & crafts.

A number of creative enterprises have established in Queensferry that compliment the place and support it as a destination. Encouraging place-based creative enterprise (across all sectors / activities) support a more dynamic and vibrant Queensferry as well as driving a sustainable local economy and wider community benefits.

Key Objectives and priorities for Heritage, Culture & Tourism include:

- Invest in and support development that build's the visitor economy – including tourism facilities, outdoor recreation & leisure, public arts and the programme of events and festivals.
- Consolidate and seek to support further growth of Queensferry's rich cultural & arts scene – making this accessible to local people, promoting arts, crafts and creative enterprise as well as giving new reasons to visit Queensferry.
- Use public and community arts to sympathetically add to the vibrancy of the town.
- Maximise the use of existing heritage assets to deliver for the Queensferry community and consolidate their place in its future.

Photo © Honey Pot Ceramics





05

PROJECTS &
PROPOSALS

Projects & Proposals

The Local Place Plan is intended to provide more than just a list of ideas – but provide a focus and catalyst for action within Queensferry. 10 projects and sites have been identified through the consultation exercise and are set out in detail as priorities for the Local Place Plan – which the community support, and will work collaboratively with partners to deliver.

The Local Place Plan has consciously sought to identify and focus around a small number of projects in order to set clear priorities to which local resources, external funding, and community-led activity can be targeted. Some projects are capable of being implemented in the short term and as ‘quick win’ initiatives, while others are longer-term and more ambitious projects which may involve multiple phases and/or will require funding and external support to be delivered.

The projects represent an evolution of the initial ideas and aspirations arising from the work of Queensferry Ambition and subsequent consultations. This has incorporated as far as possible the breadth of ideas and key priorities of the community, while also shaping and refining projects with a focus on deliverability, funding, and alignment to objectives of current and potential future partners including The City of Edinburgh Council, UNESCO World Heritage, and Scottish Government.



- Project 1: Town Centre Consolidation
- Project 2: Forth Bridge Contact Centre
- Project 3: Rosebery Hall
- Project 4: Queensferry Museum Hub
- Project 5: Queensferry Connections
- Project 6: Queensferry Community Hub
- Project 7: Bankhead Opportunity Area
- Project 8: Strategic Town Centre Traffic Reduction
- Project 9: Queensferry West Opportunity Area
- Project 10: Port Edgar Opportunity Area

PROJECT I: Town Centre Consolidation

Project Summary

Queensferry High Street incorporates a number of significant heritage assets and provides independent retail options, restaurants, cafes and some core services. Over the last 25 years supporting services for the community have migrated out of the Town Centre meaning some Queensferry residents have little cause to visit the Town Centre. Also of note are the number of visitors to the Forth Rail Bridge UNESCO site, capturing their interest and maximising dwell time is key. It is proposed to focus attention on the Town Centre – considering existing assets, opportunities, and areas for improvement both for local people and visitors. Areas of specific review and activity could include:

- Reviewing vacant and underused Council property to establish whether opportunities exist for well connected and coordinated Town Centre Health, Police and Social Care services consolidating these wherever possible.
- Promoting opportunities for Town Centre living to create a thriving and vibrant core with connections to the upper areas of the Town and maximising location and place quality.
- Strengthening connections to the town centre and signage / wayfinding around the Town/ Harbour/ Port Edgar to provide stronger destination quality and encourage visitors towards Queensferry's wider visitor attractions and amenities showing off all that is on offer.
- Exploring the potential for 'community-led' development of Heritage Assets – providing improved facilities that encouraging longer stays, and wider community benefits.
- Museum - QDCC use for smaller events former Police Station/ Library & Telecoms building - all identified as having potential with QDCC as part of Planning process involved in decision making for future uses.

The development of a Town Centre Opportunities Study could be advanced as a short-term project utilising previously developed studies as a basis and facilitated coordination between QDCC and The City of Edinburgh Council around shared aspirations and areas of opportunity. Delivery could be in multiple phases or sub-projects across the Medium-Longer Term subject to the coordination of funding and planning.

Outcomes & Benefits

- Adding to and improving the range of community facilities and services within Queensferry Town Centre.
- Creating opportunities for increased local spend and added value for both locals and visitors in the town.
- Improving sustainable transport within the town through focus of core services in and on the Town Centre.
- Providing a long term and sustainable future for key Heritage Assets retaining community and visitor value for the Town Centre through their increased use.

Delivery Constraints & Dependencies

- **Partnership** – There are a number of properties owned and currently operated by The City of Edinburgh Council – and proposals must be closely coordinated with them.
- **Operation** – The concept of community/ third sector -led facilities may require considerable resource to sustainably manage and operate.
- **Funding** - The project, especially around building infrastructure and visitor facilities will require external funding.



PROJECT I: Town Centre Consolidation

Responsibilities & Partners

The development of a Town Centre Opportunities Study can be led by QDCC – but the long-term delivery and operation of the project will likely require a purpose-managed community body to work collaboratively with:

- Local Healthcare professionals
- Local Police
- Queensferry Churches Care
- Local businesses
- The City of Edinburgh Council – Economic Development/ Museum Service

Other key stakeholder interests to be considered in development of the project could include:

- VisitScotland
- HES
- NHS Lothian
- The City of Edinburgh Council – Roads, Landscape & Environment
- UNESCO World Heritage Trust
- Queensferry Heritage Trust
- Local Business Owners / Operators
- Local community interests – including nearby residents

Next Steps

The project is at an early stage in development – though has been identified as an opportunity for several years. Delivery of public realm improvements will form the first stage of revitalisation.– including an options appraisal to further define the scope of the project and its feasibility.

Beyond this, the further development of the project would involve:

- Developing a cost plan and programme for delivery – likely incorporating multiple phases to manage risk and grow in response to demand over time.
- Identifying and seeking to secure external support from available grants and funds.

Community Its People & Wellbeing <i>A healthy, happy & rewarding place in which to grow up and live</i>	✓
Infrastructure, Tourism & Connectivity <i>Boosting the town’s businesses through greater footfall and trade</i>	✓
Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	✓
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	✓



PROJECT 2: Forth Bridge Contact Centre

Project Summary

The project seeks to establish a connection between Queensferry Town Centre and the Forth Bridge Contact Centre through a combination of new car parking, path connections and landscape works.

It responds to the identified need for improved and additional car parking in Queensferry and realises the opportunity to integrate the underused Contact Centre car park into the town centre as an easily accessible destination for visitors, a viewpoint and heritage asset. Historic proposals for a more ambitious proposal including a visitor centre pre-date housing development. The proposals as currently developed would involve:

- Utilisation of the Contact Centre as a Visitor facility highlighting the Bridges history and establishing facilities for visitors arriving to the town. Explore further opportunities for developer/ employment use.
- Remove Transport Scotland Yard space acknowledging the offer and benefit this site has to the wider town.
- A rationalisation of the existing Contact Centre Car Park to provide for 85 vehicles including larger vehicle parking and minibus parking with associated SUDs drainage and EV charging.
- Programme of landscaping and biodiversity improvements through mixed wildflower, native woodland structure and pollinator planting to improve the setting of the existing Inchcolm Park play facilities and establish an attractive and welcoming arrival point with picnic facilities.
- New link path(s) with wayfinding to/from the car park The Loan, and on towards the High Street, Town Centre and Port Edgar will be essential to success.
- Upgrades to facilities in association with its being directly adjacent to National Cycle Route 1 providing bike maintenance station, secure cycle parking and easy connections.

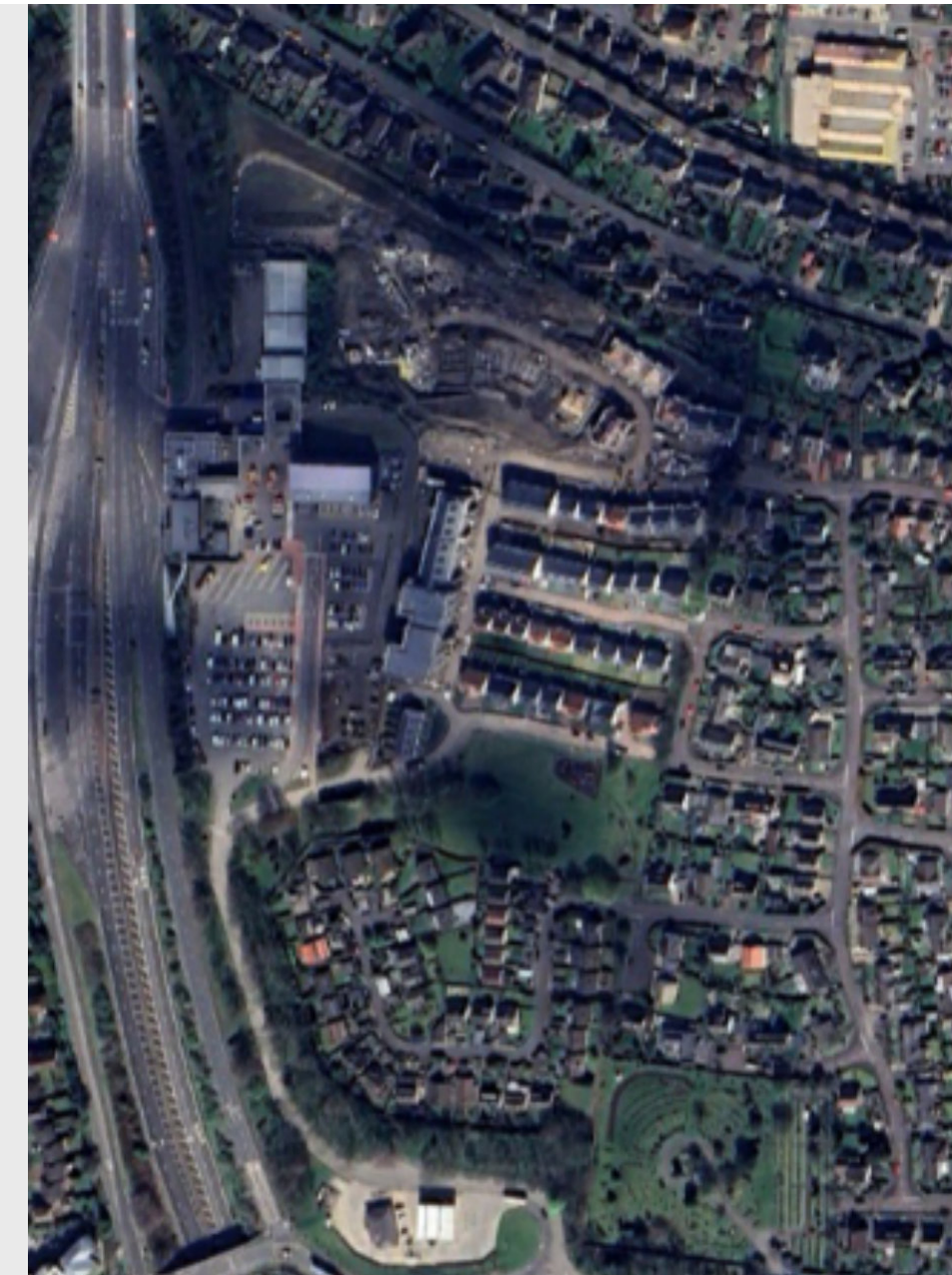
It is a medium-long term project which will involve joint-working between partners and coordination of funding, planning, and construction over several years.

Outcomes & Benefits

- Enhancing Queensferry as a visitor destination and generating increased economic activity around the town centre.
- Complementing the original concept of the Contact Centre as a community asset which also builds the visitor offer.
- Increasing footfall to the Town Centre and improving local connectivity with enhanced network of directional signage.
- Improving parking through satellite provision for the town centre and reducing circulating in-Town traffic
- Opportunities for wildlife enhancement and links to local schools from Inchcolm Park.
- Creation of enhanced area of public open space with opportunities to link with wider school and community initiatives, educational use.

Delivery Constraints & Dependencies

- Planning - The site is in part vacant land and in part public greenspace and would benefit from enhancements that better meet NPF4.
- Funding - The project will involve significant capital spend of £500K+ and depend on multiple funding sources and grants – though a number of potential sources have been identified.
- Partnership – The project must meet needs and interests of multiple parties and will require close collaboration to further develop and refine the proposals.



Maps Data: Google, ©2025 Airbus

PROJECT 2: Forth Bridge Contact Centre

Responsibilities & Partners

To date the project has been promoted by Queensferry & District Community Council who have limited capacity to lead delivery despite driving forwards many local projects. A development partnership ‘vehicle’ is required to continue the project with representation from various stakeholder interests. This would need to include:

- Transport Scotland (as a majority landowner)
- The City of Edinburgh Council – Economic Development
- UNESCO World Heritage Trust
- Local Community representatives.

Other key stakeholder interests to be considered in development of the project will include:

- NatureScot
- The City of Edinburgh Council – Roads, Landscape & Environment
- Walk Wheel Cycle Trust
- Local Business Owners / Operators
- Local community interests – walking, High Street parking, nature and local landscape.

Next Steps

The critical next stage is to identify and assemble a group / body to lead the delivery of the project. This may draw from existing community groups but will involve QDCC and The City of Edinburgh Council as key partners.

Beyond this, the key next steps will involve:

- Developing a funding strategy – to identify currently available grants and funds and preparing robust applications.
- Development of design concept and further public / stakeholder engagement, including with The City of Edinburgh Council and Transport Scotland.
- Collation and submission of planning application.
- Develop delivery strategy including full review of project costs, procurement & construction, and long-term operational management.

Community Its People & Wellbeing <i>A healthy, happy & rewarding place in which to grow up and live</i>	✓
Infrastructure, Tourism & Connectivity <i>Boosting the town’s businesses through greater footfall and trade</i>	✓
Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	✓
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	



PROJECT 3: Rosebery Hall

Project Summary

The Rosebery Hall is a Grade A & B Listed building located on the High Street and known particularly for its prominent landmark steeple and clock. The premises are owned by The City of Edinburgh Council and it is run as a Community Centre with a variety of rooms and spaces available for bookings. The building is managed by the Rosebery Hall Management Committee who pay for all internal general up keep for the building from its income generation.

It is proposed that the building use and operations are reviewed and summarised to facilitate funding bids to be made allowing it to better address:

- Accessibility - allowing events to be more inclusive and barriers to be identified and mitigated against. Vital is the creation of a rear ramp addressing significant challenges faced for current use by less able and elderly people and maximising its usage by all. CEC Disability audit noted.
- Energy efficiency - looking towards long term sustainability and best understanding what options could be considered further.
- Recognition of the importance of affordable rentable spaces for local groups and consolidating the Hall as a centre of Community life.
- Operational/ community partnership management to establish scope for stronger partnership working
- Links with local schools to increase involvement and awareness
- The development of Rosebery Hall must complement and avoid duplication of existing community led assets. Likely delivery could be in multiple phases or sub-projects across the Short-Medium Term subject to the coordination of funding and planning.

Outcomes & Benefits

- Adding to and improving the range of facilities and services within Queensferry Town Centre.
- Ensuring access is provided for all users.
- Providing a long term and sustainable future for a key Heritage Asset retaining both community and visitor value within the Town Centre.
- Addresses the importance visually of the building within the town as a key landmark that draws visitor attention.
- Encourages increased use of the building and its associated garden space as a hub for the community.

Delivery Constraints & Dependencies

- Condition of existing building with associated scope/ cost of required refurbishments.
- Requires robust business case for investment - considering market demand/ community capacity/ governance options.
- Funding support.



PROJECT 3: Rosebery Hall

Responsibilities & Partners

The development of Rosebery Hall would be led by The Rosebery Hall Management Committee with support from QDCC – but the long-term delivery and operation of the project will likely require a purpose-managed community body to work collaboratively with:

- Visit Scotland
- Historic Environment Scotland
- Queensferry Heritage Trust
- Local businesses
- The City of Edinburgh Council – Economic Development/ Museum Service

Other key stakeholder interests to be considered in development of the project could include:

- The City of Edinburgh Council – Roads, Landscape & Environment
- UNESCO World Heritage Trust
- Local community interests – including nearby residents

Next Steps

The project requires an early options appraisal/ business case to further define feasibility and operational management targets. Review and define objectives for Rosebery Hall.

- Beyond this, the further development of the project would involve:
- Developing a cost plan and programme for delivery – likely incorporating multiple phases to manage risk and grow in response to demand over time but also acknowledging that needs may change and priorities need to be accommodating of this.
 - Identifying and seeking to secure external support from available grants and funds.

Community Its People & Wellbeing <i>A healthy, happy & rewarding place in which to grow up and live</i>	✓
Infrastructure, Tourism & Connectivity <i>Boosting the town’s businesses through greater footfall and trade</i>	✓
Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	✓
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	✓



PROJECT 4: Queensferry Museum Hub

Project Summary

Owned by The City of Edinburgh Council and located directly on the waterfront the Queensferry Museum showcased the past and traditions of historic Queensferry and neighbouring Dalmeny. With stunning views out onto the Firth of Forth and the Forth Bridge; the Museum used to house the local Registrar’s office and provided a popular location for weddings. The Museum & Registrars have been closed since 2020 but previously housed social history, folk traditions and civil engineering, there was something for everyone to enjoy. As well as permanent displays, the museum hosted a room dedicated to temporary exhibitions, curated by community groups. The Basement also houses an Archive curated by Queensferry History Group and a meeting room for QDCC.

It is proposed that the building use and operations are reviewed and summarised to facilitate funding bids to be made which better address:

- The Museum as a Heritage resource to be used as part of local walking routes.
- Accessibility - allowing events to be more inclusive and barriers to be identified and mitigated against current access both to the main foyer and downstairs meeting rooms is via steps.
- Energy efficiency - looking towards long term sustainability and best understanding what options could be considered further.
- Operational management to establish scope for stronger partnership working with potential noted for a Community Partnership and booking system for community rooms.
- Opportunities identified through consultation have highlighted options for delivering Museum/ shop/ café/ arts and gallery space, monthly indoor market for local artists and bedroom businesses.

- Need to explore scope to reintroduce as a wedding venue with added benefits of this noted for local businesses.
- Explore the opportunity to co locate the Museum with the Library.

The development of Queensferry Museum must complement and avoid duplication of existing community led assets. Likely delivery could be in multiple phases or sub-projects across the Medium-Long Term subject to the coordination of funding and planning.

Outcomes & Benefits

- Adding to and improving the range of facilities and services within Queensferry Town Centre.
- Providing a long term and sustainable future for key Heritage Assets retaining community and visitor value for the Town Centre.
- Maximise existing volunteer support in managing and delivering a Museum resource within the town.
- Addresses the importance visually of the building within the town with its direct connections out to the Forth and to its adjoining streetscape space for civic use.

Delivery Constraints & Dependencies

- Condition of existing building scope/ cost of refurbishment.
- Requires robust business case for investment - considering market demand/ community capacity/ governance
- Funding support.



Photo © Alistair Pryde

PROJECT 4: Queensferry Museum Hub

Responsibilities & Partners

The development of the Queensferry Museum would be led by QDCC with significant support from local community groups such as Queensferry History Group, Queensferry Heritage Trust and local Volunteers. but the long-term delivery and operation of the project will likely require a purpose-managed community body to work collaboratively with:

- Visit Scotland
- Historic Environment Scotland
- Local businesses
- The City of Edinburgh Council – Economic Development/ Museum Service

Other key stakeholder interests to be considered in development of the project could include:

- The City of Edinburgh Council – Roads, Landscape & Environment
- UNESCO World Heritage Trust
- Local community interests – including nearby residents

Next Steps

The project requires an early options appraisal/ business case to further define feasibility and operational management targets. Review and define objectives for Queensferry Museum.

- Beyond this, the further development of the project would involve:
- Developing a cost plan and programme for delivery – likely incorporating multiple phases to manage risk and grow in response to demand over time but also acknowledging that needs may change and priorities need to be accommodating of this.
 - Early actions could focus around accessibility and wedding usage to establish an understanding of demand
 - Identifying and seeking to secure external support from available grants and funds
 - Work closely with local schools to identify how the Museum could better add to local youth offer.

Community Its People & Wellbeing <i>A healthy, happy & rewarding place in which to grow up and live</i>	✓
Infrastructure, Tourism & Connectivity <i>Boosting the town’s businesses through greater footfall and trade</i>	✓
Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	✓
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	✓



Image used courtesy of www.cultureedinburgh.com

PROJECT 5: Queensferry Connections

Project Summary

There are numerous attractive greenspaces and wildlife corridors in and around Queensferry. Many of these routes offer excellent locally known connections between key facilities and/ or a way to enjoy long views to the Forth and its Bridges. Maximising and building upon existing active travel infrastructure to encourage sustainable travel by locals and visitors alike. Inclusion of appropriate levels of lighting along key routes will benefit safety. A significant range of projects have been identified through consultation which connect key points and acknowledge the new neighbourhoods to the southern edge of the town.

Key projects identified at this time include:

- Jacobs Ladder upgrades, repair of steps currently considered as hazardous and with scope to connect with the Forth Bridge Experience in due course.
- Ferry Glen/ Back Braes additional support for existing strong community led project focus on Biodiversity and accessibility.
- Spinal path connection to Builyeon Road/ Echline connecting schools and neighbourhoods.
- Co op link ramp to disused railway line cycle path/ Morrison Gardens.
- VAT run connections at Port Edgar with improved community facilities.
- Upgrading of Shore path to the Binks a key community connection with the Harbour and providing a strong vantage point for visitors of the Bridges.
- Create a Forth Bridge Walking Experience linking many of these routes and identifying land ownership issues LAP/ CPO if necessary.
- Directional Wayfinding between Station/ Hawes/ Town Centre and Port Edgar.
- Improve lighting on key routes to improve safety of users.
- Re-routing of John Muir Way through Port Edgar and opening pedestrian and cycle access through to the Old Naval Barracks as proposed in the planning application for the site.

- EV Bike hire opportunities to be considered requiring careful consideration re location given previous vandalism issues.
- Dundas Park to Crows Close.
- Improved public transport links and associated publicity on visitor websites and a nature trail providing enhanced connection to the Forth Bridge Contact Centre.

The development of Queensferry Connections projects requires an overarching prioritisation by the Community to focus on long awaited works in key areas. Likely delivery could be in multiple phases or sub-projects across the Short-Medium Term subject to the coordination of funding and planning.

Outcomes & Benefits

- Adding to and improving the range of routes available in the town through improvements to safety and removal of barriers to use.
- Looks to link biodiversity with infrastructure and amenity allowing real connections within neighbourhoods and increasing usage.
- Addresses the importance of sustainable travel in the town and encourages wider exploration of all it has to offer for visitors through enhanced awareness and signage.

Delivery Constraints & Dependencies

- Link with CEC Active Travel department to best understand overlapping initiatives.
- Requires strong community buy in to ensure prioritisation is agreed and supported.
- Funding support.



Photo © Alistair Pryde

PROJECT 5: Queensferry Connections

Responsibilities & Partners

The development of the Queensferry Connections would be led by QDCC with significant support from City of Edinburgh Council Active Travel team and local volunteers but the long-term delivery and operation of the project will likely require a project partner to work collaboratively with potentially elements of this could involve:

- Edinburgh & Lothian Greenspace Trust
- Walk Wheel Cycle Trust
- Local developers
- Local Estates
- Network Rail
- Local Bus Operators

Other key stakeholder interests to be considered in development of the project could include:

- The City of Edinburgh Council – Roads, Landscape & Environment
- UNESCO World Heritage Trust
- Local community interests – walking groups/ mental health groups/ local GPs

Next Steps

The project requires an early options appraisal to map out all key routes and identify likely budget figures/ feasibility. Specific briefs would be a defined output allowing funding bids to be made individually or in contained packages of works giving clarity of the benefits being delivered and to whom. Beyond this, the further development of the project would involve:

- Developing a cost plan and programme for delivery – likely incorporating multiple phases to manage risk and establish a project momentum linked with ongoing initiatives in the town.
- Identifying and seeking to secure external support from available grants and funds.

Community Its People & Wellbeing <i>A healthy, happy & rewarding place in which to grow up and live</i>	✓
Infrastructure, Tourism & Connectivity <i>Boosting the town’s businesses through greater footfall and trade</i>	✓
Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	✓
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	✓



PROJECT 6: Queensferry Community Hub

Project Summary

The City of Edinburgh Council acknowledge that 'there is a growing population in Queensferry and we need to expand the number of school places to meet demand. We know that some of our existing assets are reaching the end of their usable life and are no longer fit for purpose. Doing nothing is not an option, and investment is required.' A Community Campus proposal has been developed and consulted upon following on from an Asset review which was undertaken in 2024/ 2025. Local people would like services and facilities in a central and accessible location which has been identified as Burgess Road.

Liaison is ongoing with QDCC and the wider community. Aspirations for the development that were noted at the Place Plan workshop were as follows:

- Enhanced Primary School provision is necessary.
- Increased Early Years provision is essential with very limited local services available.
- Careful consideration is necessary for both the size and location of the Library.
- Community support facilities can and should be provided within an enhanced offer.
- Accessibility to public transport is essential.
- Logistics of traffic servicing the site requires full consideration to avoid significant knock on impacts for residents.
- Challenges exist with the creation of flex/ mixed use development.
- Opportunities to relocate CEC Depot should be considered.
- Impacts on adjoining Burgess Park need full consideration.
- Net Zero opportunities should be explored.

The development of a Community Hub which addresses issues of both demand and asset upgrade is welcomed by the community providing a real focus for the delivery of key services particularly for Early Years. Delivery will be led by The City of Edinburgh Council through further consultation with local people and key stakeholders.

Outcomes & Benefits

- Adding to and improving the range of facilities and services within Queensferry Town Centre and consolidating existing buildings.
- Providing a long term and sustainable future for the provision of education and associated services within Queensferry Town Centre.
- Adds longer term opportunities for all associated children and youth services being provided and resourced in a central location.
- Has scope to add value and use to adjoining external areas if managed appropriately.



Extract from CEC Queensferry Campus document by Collective Architecture

PROJECT 6: Queensferry Community Hub

Responsibilities & Partners

The development of the Queensferry Community Hub is being led by City of Edinburgh Council with support and inputs from QDCC. Delivery is necessary in the short – medium term to address shortfalls within Early Years and Primary School capacity. Associated building uses e.g. Library and Support Services will require further discussions to fully understand what and where their ideal location may be. Discussions and liaison are necessary with the community and specifically:

- Library users/ staff
- Local support groups for the Elderly

Other key stakeholder interests to be considered in development of the project could include:

- The City of Edinburgh Council – Roads, Landscape & Environment, Active Travel
- UNESCO World Heritage Trust
- Local community interests – walking groups/ mental health groups/ local GP’s

Next Steps

The ongoing Community Campus project has a programme of specific consultations which will guide the outcome directly of the Campus itself. A business case is required which will be delivered through ongoing discussion with community representatives. The Queensferry Place Plan workshop highlighted general support to many of the current principles with significant benefits being seen as possible if fully explored.

Community Its People & Wellbeing <i>A healthy, happy & rewarding place in which to grow up and live</i>	✓
Infrastructure, Tourism & Connectivity <i>Boosting the town’s businesses through greater footfall and trade</i>	✓
Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	✓
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	✓



Extract from CEC Queensferry Campus document by Collective Architecture

PROJECT 7: Bankhead Opportunity Area

Project Summary

The Bankhead Opportunity Area lies to the eastern edge of the Town with Bankhead Steading already providing a level of mixed use development on the site. Owned and managed by Rosebery Estates and sitting within key arterial routes the site is seen has having significant opportunity for building employment and tourism related capacity.

It is proposed that the building use and operations are reviewed and summarised to facilitate funding bids to be made which extend the existing steading development with:

- Introduction of Class 4, 5 & 6 small and medium sized business accommodation arranged around a series of courtyard spaces.
- Nursery / early years provision
- Artist / workshop spaces
- Forth Bridge Viewpoint
- Mixed-use and visitor orientated facilities also including Class 3 / Class 10 development and visitor / holiday accommodation eg Glamping, Gym
- Flexible events spaces and play areas.
- Active travel connections to Queensferry and adjoining Estate networks

The development of the Bankhead Opportunity Area acknowledges its site within Green Belt land adjacent to a Special Landscape Area, an inventory Garden and Designed Landscape, Local Nature Conservation Site and the Dalmeny Conservation Area. Likely delivery could be in multiple phases or sub-projects across the Medium-Long Term subject to the coordination of both funding and planning.

Outcomes & Benefits

- Adding to and improving the range of facilities and services at the east of the Town.
- Addresses shortfall in Nursery provision for local people.
- Maximises visitor offer
- Retaining expanding local business in Queensferry and providing employment opportunities for local people.

Delivery Constraints & Dependencies

- Site lies within Greenbelt land which is zoned against development.
- Requires robust business case for investment - considering market demand/ community buy in
- Funding

Responsibilities & Partners

- Rosebery Estates with support sought from local community and QDCC.

Next Steps

The project in its current form has been developed to an advanced stage by Rosebery Estates. Feedback from QDCC and the wider community, through public consultation at application stage, will guide development opportunities to meet Queensferry aims and vision.



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Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	✓

PROJECT 8: Strategic Town Centre Traffic Reduction

Project Summary

Reintroduction of the opportunity for Queensferry residents to exit the town via the slip roads at Echline onto the A90. This western connection to the wider road network was removed at the time of the Queensferry Crossing development limiting southbound traffic to Bus/Taxi access. The closure requires general traffic to continue west along Rosebery Wynd (traffic calmed) to the Queensferry junction before heading south towards Edinburgh.

It is proposed that to minimise cross town traffic the junction is reopened for general traffic. Review of traffic flow around the town would suggest potential for:

- Reopening the Ferry Muir Road slip road southbound onto A9000
- Upgrades to white on brown Visitor Road signage which is outdated and in poor condition.
- Visitor parking strategy linked with associated road signage.
- Improvements to public transport connections.
- Increased focus on delivery of improved Active travel routes (see Project 5) to connect key destinations within the town in a safe and sustainable way.
- Provision of south and east satellite car parks to alleviate cross town traffic.
- Trial Bus 43 to Promenade loop or reintroduction of the X43 direct service – potential conflict to Lothian X99 noted.
- Review across town disabled parking provision.

The Strategic Town Centre Traffic Reductions would be developed utilising previously developed studies as a basis and facilitated via coordination between QDCC and The City of Edinburgh Council.

Delivery would require minimal investment and could be in multiple phases or sub-projects across the Short-Medium Term subject to the coordination of approvals.

Outcomes & Benefits

- Alleviate issues of Town Centre congestion and improve road safety.
- Increase sense of visitor welcome, clarity and ease of movement around the town.
- Facilitate Place making and Active travel within the Town.
- Address issues raised by the community.

Responsibilities & Partners

Projects can be led by QDCC working collaboratively with:

- BEAR
- Transport Scotland
- Local public transport providers (Lothian/ Stagecoach)
- The City of Edinburgh Council – Roads & Active Travel
- Walk Wheel Cycle Trust

Next Steps

The project will require close liaison with BEAR, Transport Scotland and The City of Edinburgh Council to better understand the reasoning for the original closure. Local politicians may be able to fast track the project through lobbying relevant bodies.

Beyond this, the further development of the project would involve reaching agreement to the cost of reverting to original road system.



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Community Its People & Wellbeing <i>A healthy, happy & rewarding place in which to grow up and live</i>	
Infrastructure, Tourism & Connectivity <i>Boosting the town's businesses through greater footfall and trade</i>	✓
Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	✓
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	✓

PROJECT 9: Queensferry West Opportunity

Project Summary

Lying outwith the A9000 the Queensferry West Opportunity Area is highlighted as an area with scope for development. To guide development of this area and safeguard against development that the community would see as inappropriate.

A key need within the area is for a New Cemetery. This is seen as a Council function that is not currently being met with the existing Cemetery nearing capacity resulting in local people travelling considerable distance to visit relatives graves. A Cemetery was noted as needing ample parking. Round table discussion also noted benefit in creating Playing fields or additional opportunity for sports and recreation with demand in the town noted as high.

To establish viability for Cemetery usage a considerable number of Site Investigations will be necessary establishing existing soils, water table, proximity and distance to local watercourses etc. This work is time consuming to establish whether the Queensferry West Opportunity area is realistic as an option for this use. It is envisaged that physical works would take place within the Medium-Long term with initial Feasibility and Site Investigations seen as a priority.

Outcomes & Benefits

- Identify clear parameters for development that benefits the local community.
- Establish viability of site for development and best understand site conditions.
- Consult widely on aspirations for development.

Responsibilities & Partners

Projects can be led by QDCC working collaboratively with:

- Local landowners
- The City of Edinburgh Council – Roads, Active Travel, Greenspace & Cemeteries

Next Steps

Identify realistic targets for the site and scope what would bring best value to the Town. Establish an agreed design brief and associated desired outcomes. Seek Council policy change to enable Section 75 funds for Cemetery provision to be secured.



Maps Data: Google, ©2025 Maxair Technologies Image ©2025 Airbus

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Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	

PROJECT 10: Port Edgar Opportunity Area

Project Summary

A huge opportunity is seen to exist at Port Edgar, proportionally as large an area of waterfront as the Town Centre. Whilst privately owned/ managed the Marina area delivers a considerable number of community uses (21st Craigmmond Scout Group/ Yacht Club/ Sea Cadets) and proportionally is an extensive waterfront which could further build the unique Queensferry offer. Established high quality retail and catering facilities have already created Port Edgar as a destination to be enjoyed with or without the additional boating/ watersports activities available.

- Port Edgar Watersports scope for replacement buildings Charitable Trust with Community benefits / Community Spaces.
- Extensive existing privately managed areas of car parking.
- Better publicise public transport connections
- Boat yards currently occupy prime land and could be consolidated/ relocated to reduce severance.
- Opportunity for all day Leisure facilities to be included within development proposals to fill a noted community gap.
- At the far end of Port Edgar the conversion of Category B-Listed, nationally significant, former WW1 Naval Barracks creates a mixed-use community on the edge of the existing settlement consisting of a mixture of flats, single storey and two storey houses. Works also include conversion of the boiler house into a café, located adjacent to the existing marina, conversion of existing guardhouse into a serviced apartment, and creation of workspaces for local community groups.

Looking to examples around the country and abroad the opportunity for business & community development maximising benefits of views to the Bridges and establishing a vibrant waterfront community is clear.

Masterplanning of the site to highlight tie ins with the wide Queensferry community will be key. Links to the wider core path/ cycle network and associated community greenspaces eg The VAT run would build scope to deliver private development whilst connecting with local needs and aspirations for a well connected community.

Outcomes & Benefits

- Enhancing Queensferry as a visitor destination and generating increased economic activity around the town centre and establishing meaningful connections with it.
- Increasing footfall to the Town Centre and improving local connectivity with enhanced network of directional signage.
- Improving parking through satellite provision and reducing circulating in-Town traffic
- Opportunities for wildlife enhancement and links to VAT run community spaces with potential community grow opportunities as a gateway between the two.
- Creation of enhanced areas of public open space with opportunities to link with wider school and community initiatives, educational use.



PROJECT 10: Port Edgar Opportunity Area

Delivery Constraints & Dependencies

- **Planning** - The site would benefit from enhancements that better meet NPF4 and address particularly sustainable drainage and benefits for active travel and transport impacts.
- **Funding** – will require a robust business plan but scope exists to involve elements of community led works to establish wider benefit and connect with associated initiatives.
- **Partnership** – The project must meet needs and interests of multiple parties and will require close collaboration with QDCC to further develop and refine the proposals.

Responsibilities & Partners

Projects will be led by site owners Port Edgar Holdings working collaboratively with:

- QDCC
- Sea Cadets/ Scouts/Yacht Club
- Local landowners/ interest groups
- The City of Edinburgh Council – Roads, Active Travel, Greenspace

Next Steps

Identify realistic community linked targets for the site and scope what would bring best value to the Town.
Establish an agreed design brief and associated desired outcomes.

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Natural & Built Environment & Heritage <i>Protecting and improving the existing environment</i>	✓
Town Centre – Creative Place <i>Supporting its creative place and cultural offer</i>	✓



PORT EDGAR

HAWES PIER
(Cruise liners arrival point)

06

DELIVERY & NEXT STEPS

Place Plan Next Steps

The Queensferry Local Place Plan provides an over-arching framework of community supported, clearly defined and prioritised projects. The Plan will be formally submitted to City of Edinburgh Council as a Statutory LPP.

QDCC Key LDP Issues

1. No significant further residential expansion with new homes secured through urban infill and redevelopment of brownfield land.
2. Investment required to rebalance the community infrastructure with town growth and secure investment in health, schools and community buildings.
3. Establish a 20 Minute Neighbourhood focused on the town centre, supported by active travel links.
4. Safeguard and invest in greenspace, sports and play facilities.
5. Invest in more liveable neighbourhoods, protect and enhance place quality and the future of Queensferry's community infrastructure.
6. Explore new models and pilot new approaches based on community participation to build new delivery partnerships.

7. Support active travel, traffic management, 20 mph zones and a peripheral parking strategy with strong pedestrian and cycle links.
8. Support mixed-use development at two strategic opportunity sites (Queensferry West and Rosebery).
9. Safeguard opportunity to develop Forth Bridge Contact Centre (WHS-UNESCO) and community infrastructure.

QDCC Priority Actions

1. Adopt LPP and register with City of Edinburgh Council.
2. Establish an Action Plan 2026/2027 to prioritise short term actions, monitor progress and track activity. Update every two years.
3. Continue to engage across the community and promote priority projects.



LOCAL PLACE PLANS HOW-TO GUIDE

Appendix 1

Master Consultation Summary

consolidated recommendations

Master Consultation Report (by category)

Completed in Feb 2022; Lawraine Wood, David Learmond, Terry Airlsles, Lesley Ross

KEY to colour codes
Items related to Paths & Cycleways. ACTION possible consolidation
Items related to Forth Bridge tourism. ACTION possible consolidation
Items related to Signage. ACTION possible consolidation
Misc items. ACTION: possible consolidation

Categories (as per Placemaking Study)	Strategic Recommendation	Report
Care and Maintenance	*The Harbour and Shore: Bin enclosures at Bellstane and Gote Lane.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Facilities and Amenities	Better variety of shops	2006 Vision for Queensferry
Facilities and Amenities	Better sports facilities (such as skateboard park, astroturf, BMX tracks, leisure park)	2006 Vision for Queensferry
Facilities and Amenities	Facilities that are cheaper and more accessible to young people	2006 Vision for Queensferry
Facilities and Amenities	More information was needed on understanding tourism to the Bridge, as existing data is limited	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Facilities and Amenities	Improve the local infrastructure to cope with increased numbers	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Facilities and Amenities	Strengthen 'tourist products'	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Facilities and Amenities	Potential for developing the bridge as a tourist attraction, climb the bridge, hear its stories, adrenalin experiences	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Facilities and Amenities	Potential for tourism growth in North and South Queensferry - make the tourist product ready. Focs on community heritage projects.	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Facilities and Amenities	Raise awareness of what Queensferry has to offer either by introducing better signage or literature that is easily available to Cruise Line passengers	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Facilities and Amenities	Identify suitable locations for new and renewed public and private facilities	2013 Traffic Management and Parking Study
Facilities and Amenities	*VAT Run East: Creation of new art installation/view point at south eastern corner of site.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Facilities and Amenities	*The Binks: Construction of new 'pier' landmark building and view point.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Facilities and Amenities	*The Binks: New children's play area	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Facilities and Amenities	An Arts Centre to be created at the Priory	2015 Orientation & Interpretation Signing Strategy, North and South Queensferry
Facilities and Amenities	A permanent exhibition at the Contact and Information Centre	2015 Orientation & Interpretation Signing Strategy, North and South Queensferry
Facilities and Amenities	Creating a visitor destination	2019 The Forth Bridges - Making a Journey a Destination
Facilities and Amenities	Offering a warm welcome to all	2019 The Forth Bridges - Making a Journey a Destination
Facilities and Amenities	Marketing the destination of Forth Bridge	2019 The Forth Bridges - Making a Journey a Destination
Facilities and Amenities	Exploit niche markets such as heritage, railway and bridge enthusiasts. Use the backdrop of the bridges for events.	2019 The Forth Bridges - Making a Journey a Destination
Facilities and Amenities	Encourage the creation of new attractions and viewpoints.	2019 The Forth Bridges - Making a Journey a Destination
Facilities and Amenities	Deliver leadership and ambassador training with Business Gateway.	2019 The Forth Bridges - Making a Journey a Destination
Facilities and Amenities	Encourage businesses to sign up to the World Host Customer Care programme.	2019 The Forth Bridges - Making a Journey a Destination
Facilities and Amenities	offer skills training to improve job prospects.	2019 The Forth Bridges - Making a Journey a Destination
Facilities and Amenities	Create and promote a strong events calendar.	2019 The Forth Bridges - Making a Journey a Destination
Feeling Safe	Somewhere safe for young people to hang out	2006 Vision for Queensferry
Housing	Identify suitable locations for senior citizens homes	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Housing	Seek better housing mix –esp for starter homes and supported accommodation	2016 Placemaking Study
Impact of Vehicles	Better road access	2006 Vision for Queensferry
Impact of Vehicles	Vehicular access to be restricted on the High Street	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Impact of Vehicles	Improved parking management and provision to accommodate the demands for short and longer term parking from visitors and locals	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Impact of Vehicles	*VAT Run East: New car access to site off Hopetoun Road opposite Plewland Croft.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Impact of Vehicles	*VAT Run East: Creation of new car and cycle parking area and access road close to Hopetoun Road access.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Impact of Vehicles	*The Binks: Creation of new terraced park space from Priory to shore.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Impact of Vehicles	*Pavements and crossing on The Loan: Realignment of road to create designated parking bays opposite Queensferry Parish Church, with 'pavement blisters' at top of Loan school crossing point and at the southern corner of Morrison Gardens.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Impact of Vehicles	Parking must respect the character of the conservation area	2014 South Queensferry Conservation Area Character Appraisal
Impact of Vehicles	Investigate new peripheral parking areas	2014 South Queensferry Conservation Area Character Appraisal
Impact of Vehicles	Incorporate environmental enhancements into new or redesigned central parking areas	2014 South Queensferry Conservation Area Character Appraisal
Impact of Vehicles	Create new cycle links across proposed dev sites to station and into town centre.	2016 Placemaking Study
Impact of Vehicles	Reinforce and extend High St.	2016 Placemaking Study
Impact of Vehicles	Review parking options.	2016 Placemaking Study
Impact of Vehicles	Improve ped/cycle access to retail park and better pedestrian environment.	2016 Placemaking Study
Impact of Vehicles	Partial re-opening of M90 slip roads to alleviate traffic volumes on local residential streets such as Station Road	2019 Kirkliston & Queensferry Traffic and Active Travel Study
Influence and Sense of Control	More collaborative working - creating better links between local communities, CEC, Scottish Government, Network Rail, Visit Scotland, Cruise companies	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Influence and Sense of Control	Maintain the WHS PR effort	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Influence and Sense of Control	Create a focus for conservation funding.	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Influence and Sense of Control	Deliver on outcomes of Place Standard process.	2016 Placemaking Study
Moving Around	Focus on infrastructure projects - parking etc	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Moving Around	Develop the Binks carpark site (highest recommendation)	2013 Traffic Management and Parking Study
Moving Around	Improve pedestrian access to the Loan Centre	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	Improve access to and through the VAT Run to provide access to more recreational activitoies but also to improve overall health and wellbeing	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End

Moving Around	*VAT Run East: New pedestrian crossing point and pedestrian access to site off Hopetoun Road opposite Plewland Croft.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*VAT Run East: New steps and pathways to connect new parking area to Shore Road.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*Library corner and eastern Hopetoun Road: Creation of new pedestrian crossing opposite police Station.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*The Binks: New shore path along north edge of Binks	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*The Harbour and Shore: Creation of board walk from Gote Lane to the Boat House.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*The Harbour and Shore: Extension of setts along pedestrian route from Gote Lane to western harbour head and Binks.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*The Harbour and Shore: Upgrading of the path surface down Harbour Lane and Gote Lane	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*The Harbour and Shore: Repairs to cobbles on Gote Lane.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*Pavements and crossing on The Loan: Creation of new pavement to eastern side of The Loan from Hill Court to Queensferry Parish	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*Access to Scotmid and Loan Centre site: New foot and cycle link to Morrison Gardens	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*Access to Scotmid and Loan Centre site: Improvements to condition of steps to Morrison Gardens.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*Access to Scotmid and Loan Centre site: Creation of new access to site opposite new pedestrian crossing.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	*Access to Scotmid and Loan Centre site: Creation of new level arrival space at side of The Loan.	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	Improve the accessibility at existing park spaces	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Moving Around	Orientation and directional signs should be placed at Dalmeny Station and at the Forth Bridges Contact and Information Centre.	2015 Orientation & Interpretation Signing Strategy, North and South Queensferry
Moving Around	Integrated walking trails to be created	2015 Orientation & Interpretation Signing Strategy, North and South Queensferry
Moving Around	need for refurbishment of some existing signs and suggested others at other identified locations	2015 Orientation & Interpretation Signing Strategy, North and South Queensferry
Moving Around	create a brand which would be repeated on all signs	2015 Orientation & Interpretation Signing Strategy, North and South Queensferry
Moving Around	incorporate and reference the historical context in all the information boards.	2015 Orientation & Interpretation Signing Strategy, North and South Queensferry
Moving Around	Traffic free paths, quiet roads and cycle paths.	2016 Active Travel Action Plan
Moving Around	B924 designated as a quiet road	2016 Active Travel Action Plan
Moving Around	Improve pedestrian/cycle routes to key destinations – town centre, school, station.	2016 Placemaking Study
Moving Around	Ensure continued access to countryside/shoreline.	2016 Placemaking Study
Moving Around	Active travel needs to be easier and more attractive for local residents as an alternative to car use.	2019 Kirkliston & Queensferry Traffic and Active Travel Study
Moving Around	Signage and infrastructure for cyclists needs to be upgraded to connect with National cycle ways and with local districts.	2019 Kirkliston & Queensferry Traffic and Active Travel Study
Moving Around	Improve cycling infrastructure.	2019 The Forth Bridges - Making a Journey a Destination
Moving Around	Connect local path networks	2019 The Forth Bridges - Making a Journey a Destination
Moving Around	*Supplement signage at Dalmeny Station to include reference to the Forth Bridges	2019 The Forth Bridges - Making a Journey a Destination
Moving Around	Implement orientation and interpretation of N and S Queensferry and routes to the bridges	2019 The Forth Bridges - Making a Journey a Destination
Moving Around	Ensure visitors are aware of the ease of reaching the area by car, public transport, cycle on foot, or by boat, and avoiding traffic pressure	2019 The Forth Bridges - Making a Journey a Destination
Moving Around	Dundas Park to Craws Close new path	2021 Footpaths Connectivity
Moving Around	Link from new path to Queensferry Community High School	2021 Footpaths Connectivity
Moving Around	Build a new path from Dundas Park to Craw's Close	2021 Footpaths Connectivity
Natural Space	Improve the shoreline to tap into the potential of the location and the desire to view the estuary and the bridge	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Natural Space	Strip of green space as a green corridor through the town	2014 Shaping the Future of Queensferry - A Vision for Queensferry's West End
Natural Space	Ensure continued access to countryside/shoreline	2016 Placemaking Study
Natural Space	Use the backdrop of the bridge for events	2019 The Forth Bridges - Making a Journey a Destination
Play And Recreation	Better recreation facilities (such as cinema, bowling alley, ice skating, snooker, swimming pool)	2006 Vision for Queensferry
Play And Recreation	Set up self-guided and accompanied walking and cycling tours.	2019 The Forth Bridges - Making a Journey a Destination
Play And Recreation	Extend Edinburgh Days Out travel pass to the area	2019 The Forth Bridges - Making a Journey a Destination
Public Transport	Improved bus service (especially at rush hour)	2006 Vision for Queensferry
Public Transport	Better buses from Kirkliston to Queensferry	2006 Vision for Queensferry
Public Transport	Increase footfall on trains and from cruise ships	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Public Transport	Convert "eyeballs" into visitors with development of the visitor centre off the main road. Not Visitor Centre - limited access Ed Centre	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Public Transport	Investigate alternative sustainable transport methods where possible	2014 South Queensferry Conservation Area Character Appraisal
Public Transport	Improve pedestrian routes to bus service	2016 Placemaking Study
Public Transport	Promote sustainable, low-emission transport options.	2019 The Forth Bridges - Making a Journey a Destination
Public Transport	Regular surveys to undertake sustainable travel baseline monitoring and frequent surveys of how visitors travel to the area.	2019 The Forth Bridges - Making a Journey a Destination
Public Transport	*Provide visitor information at Park and Rides	2019 The Forth Bridges - Making a Journey a Destination
Streets and Spaces	A suggestion that "creativity and activity" had a strong role to play in creating a feeling of place.	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Streets and Spaces	On-site interpretation boards, road and street signage were recommended	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Streets and Spaces	Historic surfacing materials, ironwork and detailing should always be retained and repaired where they survive	2014 South Queensferry Conservation Area Character Appraisal
Streets and Spaces	Lost features should be reinstated	2014 South Queensferry Conservation Area Character Appraisal
Streets and Spaces	More training and education in specialist maintenance would help	2014 South Queensferry Conservation Area Character Appraisal
Streets and Spaces	Where development is acceptable in principle, it should be deferential in scale. Appropriate in its use and enhance the distinctive character of the space.	2014 South Queensferry Conservation Area Character Appraisal
Streets and Spaces	Develop and regenerate the waterfront features and repair historic fabric, reinstate lost features, so that historic character can be emphasised	2014 South Queensferry Conservation Area Character Appraisal
Streets and Spaces	Assist Forth Bridge Tourism Group develop signage strategy	2016 Placemaking Study
Work and Local Economy	New opportunities for socio-economic benefit. opportunities for businesses to be involved in promoting the bridge story.	2013 Forth Bridge World Heritage Nomination - Realising the Potential Benefits
Work and Local Economy	Assess potential for local employment opportunities – craft, workshop, office.	2016 Placemaking Study
Work and local economy	Encourage local tourism businesses to grow and create employment.	2019 The Forth Bridges - Making a Journey a Destination

Appendix 2

QDCC LPP Youth Engagement

Queensferry Youth Engagement Report

Queensferry High School Pupil Parliament

Tuesday 09 December

1. Background

The following report provides an overview of a workshop that was held on the 9th of December 2025, with members of the Pupil Parliament at Queensferry High School.

The purpose of the workshop was to give members of the Pupil Parliament the opportunity to feed into the development of the Queensferry & District Community Council (QDCC) Local Place Plan.

The workshop also aimed to coordinate engagement with young people and use the engagement outputs to inform a range of projects being led by the City of Edinburgh Council in and around Queensferry.

The workshop was facilitated by the Queensferry District Community Council with support from the City of Edinburgh Council.

2. Workshop Objectives

The main objectives of the workshop were:

- To create an open, creative space where young people felt comfortable sharing their views about issues important to them in Queensferry.
- To enable the QDCC to better understand how young people felt about the four key themes for the future identified in their draft Local Place Plan¹ (LPP).
- To bring together a range of Council services to coordinate engagement with young people in Queensferry and use the insights to inform a range of projects in and around Queensferry.

¹ [Local Place Plan – The City of Edinburgh Council](#)

3. Workshop Format

The workshop was structured around five themes. The themes were informed by the themes for the future identified in the draft QDCC LPP and the Place Standard Tool for Young People.

The workshop stations were as follows:

- **Station 1-** Moving Around
- **Station 2-** Outdoor Spaces
- **Station 3-** Indoor Spaces
- **Station 4-** Celebrating Queensferry
- **Station 5-** Living Well in Queensferry

The following diagram illustrates the alignment between the QDCC LPP themes, the Place Standard Tool and the five workshop stations.

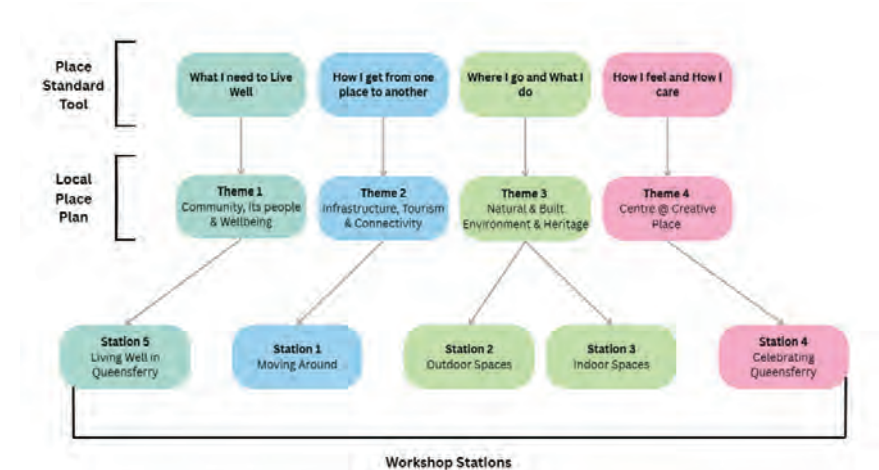


Figure 1: Alignment between Place Standard Tool, QDCC Local Place Plan and Workshop Stations

Structure and Timings

The following table provides details of the workshop structure and timings.

Timing	Agenda	Comments
15 mins	Welcome, Housekeeping, & Dividing into Groups.	Welcomed pupils. Outlined the purpose of the session. General housekeeping. Pupils were asked to sit at one of the five stations.
13 mins	Station 1- Moving Around	Station 1 explored how easy it is to move around Queensferry.
13 mins	Station 2- Outdoor Spaces	Station 2 aimed to understand what is good and bad about the outdoor spaces in and around Queensferry.
13 mins	Station 3- Indoor Spaces	Station 3 aimed to understand what is good and bad about a range of indoor spaces in Queensferry.
13 mins	Station 4- Celebrating Queensferry	Station 4 explored tourism in Queensferry and how we could celebrate the towns history, heritage, arts, music and culture.
13 mins	Station 5- Living Well	Station 5 focussed on what we can do to make Queensferry a healthy, happy and rewarding place to live and grow up in.
10 mins	Thank you, closing remarks & next steps	

4. Workshop Discussion and Feedback

The following section provides a high-level overview of the key discussion points at each of the workshop stations. These discussion points have been informed by qualitative analysis of comments shared by pupils at each of the workshop stations.

All the stations encouraged students to record their views in writing using Post-it notes. Where pupils shared their views verbally, a Council Officer or QDCC member noted their comments on their behalf.

Summary of the Key Discussion Points

Please see sections five to nine of this report for a more detailed breakdown of the feedback gathered at each of the five stations.

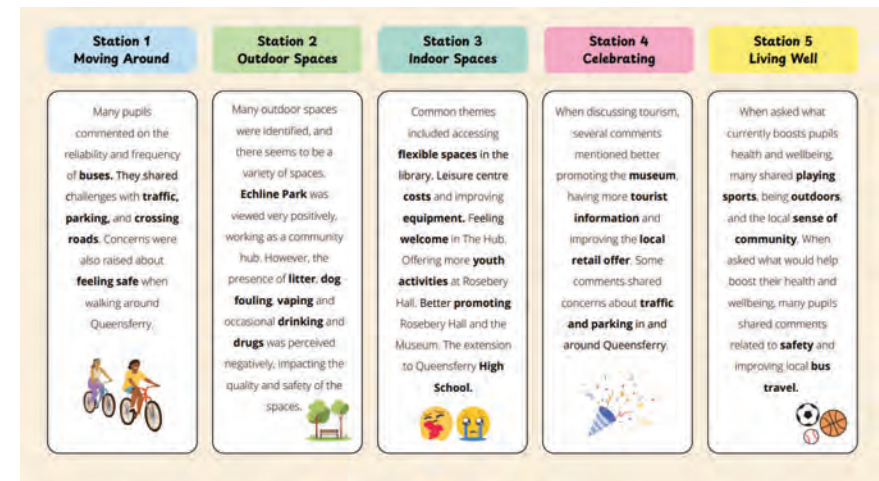


Figure 2: Summary of Key Workshop Discussion Points

5. Station 1- Moving Around

Station one aimed to explore how easy it is for young people to move around Queensferry. The table included two maps of Queensferry, Post-it notes, and prompts for the activity. Using the Post-it notes and pens, pupils were asked to share what is good and bad about moving around Queensferry. Pupils were prompted to consider walking, wheeling, public transport, and traffic and parking.

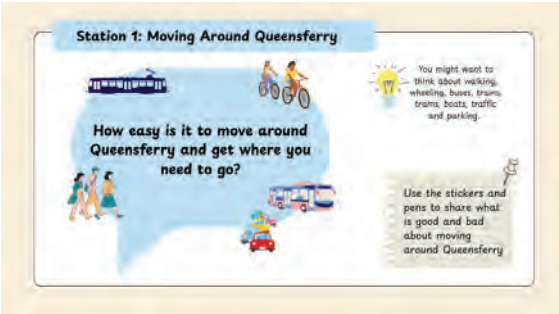


Figure 3: Station 1 Handout

Feedback

- Several pupils expressed frustration with the buses, specifically the buses being unreliable, not frequent enough and finishing too early.
- Pupils shared challenges with parking at the High School, the Hub, and along Station Road and the High Street.
- Pupils commented on the road works in Queensferry and congestion along Station Road and Scotstoun Avenue, often around school pick up and drop off time.
- Pupils shared that they didn't feel safe walking around Queensferry at night due to poor streetlighting, and often take longer routes which are better lit.
- Pupils highlighted several dangerous crossing points along Ferry Muir Road and Builyleon Road, specifically around the BP garage and McDonalds.
- Pupils shared that the number of students in the High School can make it difficult to move around.

Summary of Common Themes

Reliability and frequency of buses.	Parking at the High School, the Hub, along the High Street (residential), and Station Road.
Road works.	Congestion along Station Road and Scotstoun Avenue.

Poor street lighting makes it feel unsafe (e.g. garages behind the Top Shops and Lovers Lane).	Lack of safe crossing points along Ferry Muir Road and Builyleon Road.
Moving around the High School and the High School extension.	Poorly lit cycle lanes and cars parked in cycle lanes.



Figure 4: Station 1 Feedback Map

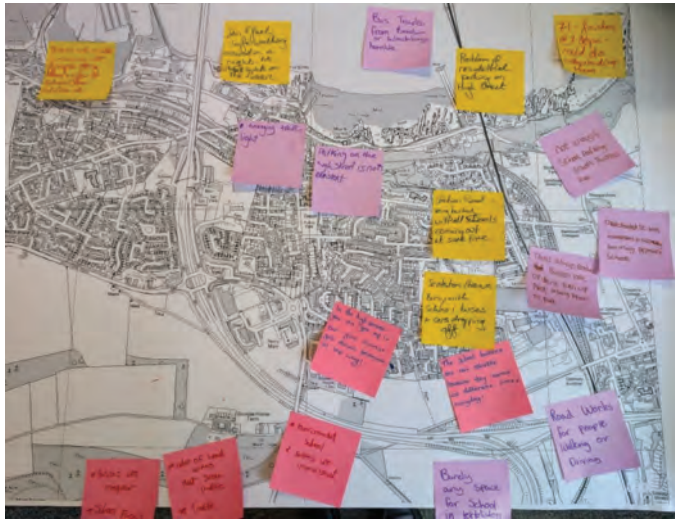


Figure 5: Station 1 Feedback Map

6. Station 2- Outdoor Spaces

Station two focused on outdoor spaces in Queensferry. The table included two maps of Queensferry, Post-it notes, and prompts for the activity. After introductions, pupils were asked to mark the outdoor spaces they use on the map by drawing a symbol (e.g. a star, tree, or circle). This was followed by discussion about their views of these spaces, including what they liked and disliked.

Pupils identified a wide range of outdoor spaces that they use. These included well-known locations such as the Hub (including the surrounding grounds and play park), Inchcolm Park, Burgess Park, Echline Park, King George V Park, Port Edgar, local beaches, and the High Street, as well as more local and informal spaces such as the Vat Run, Ferry Glen, Teletubby Land (near Ashburnham Gardens), and the Hill (a small mound on South Scotstoun). Pupils also referred to places outside Queensferry, including Hopetoun House and Dalmeny Park, with the playground at Dalmeny Park being positively highlighted by some.



Figure 6: Station 2 Handout

Feedback

Several concerns were raised about the quality and safety of the outdoor spaces. Litter was identified as a significant issue, particularly along the High Street, with pupils noting a lack of bins. Litter was also reported in green spaces such as the Vat Run, including dog fouling and discarded dog waste bags. Vaping and the presence of disposable vapes were described as widespread across many spaces. More localised issues included litter at the Ferry Glen and the use of the space by other members of the public and young people for drinking. Pupils also raised some safety concerns in relation to a recent stabbing incident and the presence of drugs (Toppies). Some safety issues, and having to walk longer routes, and being dark.

Positive experiences were also identified. Some spaces, particularly Echline Park, were described as active community hubs with high levels of use and a good mix of users. The quality of play equipment at Echline Park was viewed positively. Pupils from South Queensferry commented that there were sufficient places available for them to spend time, while pupils from Kirkliston expressed a different experience, highlighting a lack of places and activities in their area. In addition to outdoor spaces, some pupils also identified shops and cafés, such as Tesco and Starbucks, mainly for the older pupils, as important places

to meet and spend time. There was a clear difference between age groups and how they use the spaces, while younger pupils used a lot of outdoor spaces, older pupils used more of the shops.

Summary of Common Themes

Positive	Negative
Good equipment at Dalmeny Park, particularly the swings.	Littering- More bins needed at the Hub, Vat run, High Street, bus stops, and along the waterfront.
The Waterfront/ Port Edgar- good for walks and playing.	Better lighting needed in Burgess Park, Dundas Park, and Teletubby Land.
Hill (a small mound on South Scotstoun)- fun to play on and roll down.	Need for outdoor shelters and equipment for older children at the Hub.
The Hub- good for sports, community events, and the playground.	Issues with drinking/ drugs/ vaping, particularly at the Ferry Glen and Ferry Muir.
Echline park is popular and seen as a community hub.	Dog waste on the forest trails and at King George V Park.
Older pupils identified shops and cafés as important places to meet and spend time (e.g. Scotmid and Starbucks)	Safety concerns around the Top Shop- fighting, drugs, and recent stabbing incident.
Burgess Road Park was seen as good for sports, safe and in a convenient location.	Alison Park- dog waste, broken glass. In general, more for younger children than teenagers in Kirkliston.
Vat run- good for walks, making dens, biking, and used for forest school.	Burgess Road Park- challenges with parking along the main road.
	Some pupils shared they didn't feel welcome in some outdoor spaces and would like more spaces for teenagers.



Figure 7: Station 2 Feedback Map

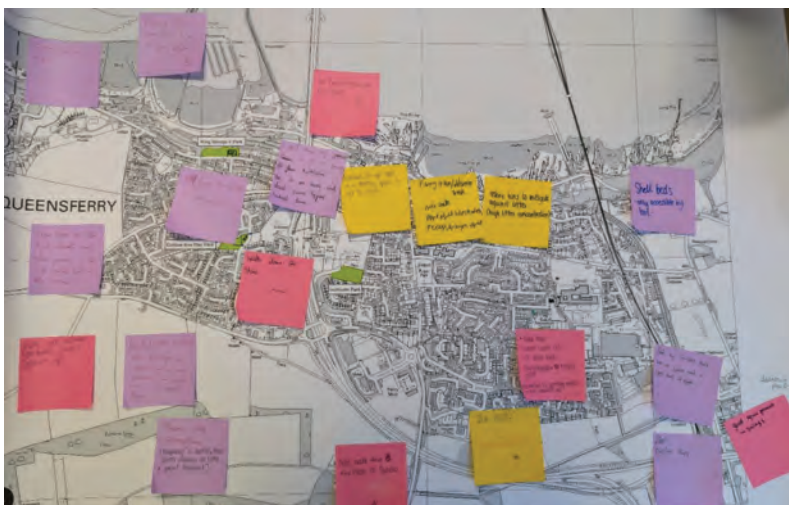


Figure 6: Station 2 Feedback Map

7. Station 3- Indoor Spaces

Station three focussed on indoor spaces and sought to understand what young people thought was good and bad about the current indoor spaces in and around Queensferry. Pupils were encouraged to think about the physical spaces, but also the services offered in these spaces.

The station focussed primarily on six indoor spaces in Queensferry:

1. South Queensferry Museum
2. South Queensferry Library
3. Queensferry High School
4. Rosebery Hall
5. Queensferry Sports and Community Hub
6. Queensferry Leisure Centre

At this station there were six 'Love it or List it' posters (one for each of the indoor spaces). Using pens and Post-it notes, pupils shared what they thought was good (love it) and what they thought was bad (list it) about each of the indoor spaces.



Figure 9: Example of Station 3 Handout

South Queensferry Library

Love it- Pupils shared that they found the library space nice, calm, and cosy.

List it- Some pupils shared that they felt the current library is run down and they would like to be able to access flexible spaces and spaces to study. While some pupils shared that they found the library welcoming, others did not.

Summary of Common Themes

Love it	List it
Peaceful, warm, cosy and quiet.	Space to study.
Welcoming.	Flexible space (e.g. to 'chill', access Wi-Fi, get a coffee).
Good for borrowing books.	Does not feel welcoming.
Socialising and attending clubs (e.g. Yam Knitters).	Run down.
	Better variety of books (e.g. Young Adult).



Figure 10: South Queensferry Library Feedback

Queensferry Leisure Centre

Love it- Pupils shared that they liked the pool and being able to swim for free on a Friday. Pupils also liked the indoor halls, equipment, and attending local clubs that use the facilities.

List it- Pupils shared that they are put off using the leisure centre due to the cost. Some pupils felt that they should have discounted rates or be able to use the facilities free of charge due to the leisure centre being in their school. Pupils also shared that the gym is small and could benefit from more equipment, specifically weightlifting equipment.

Summary of Common Themes

Love it	List it
Swimming pool and free swim on a Friday.	The cost. Suggestions that there should be discounts for pupils and teachers (e.g. school pass or free entry).
Indoor halls and courts.	Gym is small and there is not enough equipment, specifically weights machines.
Attending clubs that use the facilities (e.g. hockey and swimming clubs).	



Figure 11: Queensferry Leisure Centre Feedback

Queensferry Sports & Community Hub

Love it- Pupils commented that the Hub is a good venue space. They also shared that they liked the tennis courts, football pitches, the variety of clubs. The Hub is a space where pupils meet up with their friends.

List it- Pupils shared issues with accessing the toilets and feeling welcome by the staff. Pupils also shared concerns with safety and the need for better lighting, more CCTV, and more bins.

Common Themes

Love it	List it
Good venue space for parties.	Access to toilets.
Tennis courts and football pitches.	Feeling welcome.
Good spot to hang out with friends.	Improve safety (e.g. removing vandalism, more bins, lights, and CCTV).
The variety of clubs.	Limited healthy food options in the café.
The café.	Lines are too long for food and there are no places to sit down.
Hairdressers.	



Figure 12: Queensferry Sports and Community Hub Feedback

Rosebery Hall

Love it- Pupils shared that they attend clubs in the hall, use the hall for Remembrance Day Services, and for community events such as the Ferry Fair and panto.

List it- Pupils shared that they weren't always aware what was going on in the hall and they didn't think there were activities for them. Some pupils felt that the hall was run down and not welcoming.

Summary of Common Themes

Love it	List it
Attend local clubs that use the hall.	Run down.
Use the hall to prepare for the Ferry Fair.	Don't know what's on in the hall.
Attend community events e.g. Remembrance Day services and the panto.	No activities for teenagers.
	Not welcoming.

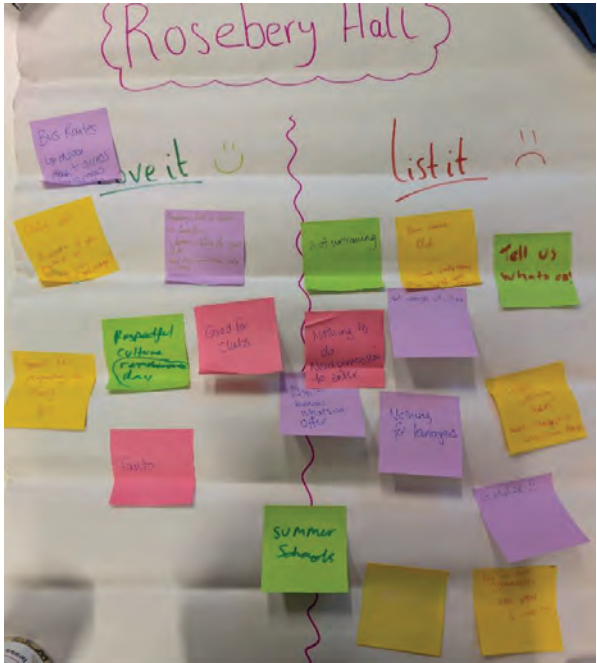


Figure 13: Rosebery Hall Feedback

South Queensferry Museum

Love it- Some pupils liked the Burryman costume in the museum.

List it- Several pupils shared they did not know Queensferry had a museum and of those who did, many thought it was closed. Pupils suggested that the museum should have more events and better promote what is on offer via signs and social media. Pupils felt the museum was not engaging inside and should be modernised.

Summary of Common Themes

Love it	List it
Burryman costume.	Did not realise the building was a museum.
	Better advertising to promote the museum (e.g. via signs and social media).
	Needs modernised.
	More events.

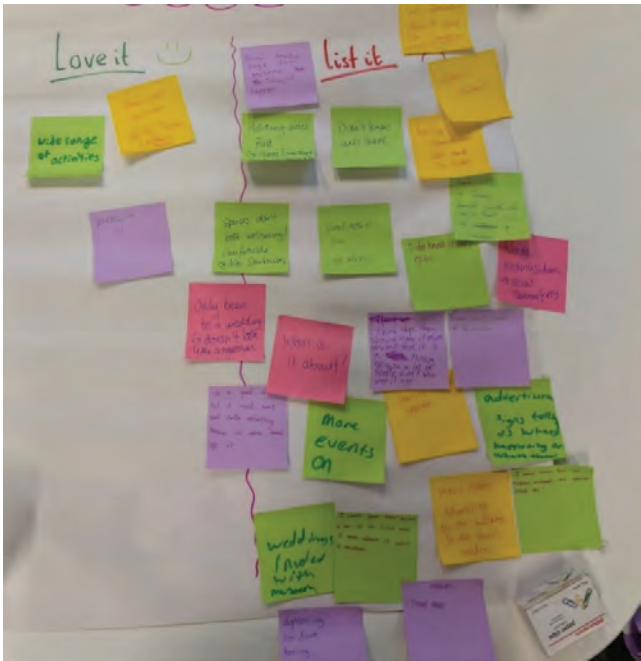


Figure 14: South Queensferry Museum Feedback

Queensferry High School

Love it- Pupils shared that they found the high school easy to get around and liked how it was modern and they had access to good technology.

List it- The main feedback was the Queensferry High School extension. Pupils commented on parking, lunch queues, and the temperature inside the school. Some pupils raised concerns about electricity being wasted by leaving on smart boards, the cost of food and drink, and poor internet connection.

Common Themes

Love it	List it
Easy to get around- 'everything in Queensferry is here'.	The high school extension.
Modern and good technology.	More parking spaces to reduce dangerous parking.
	Need for better air conditioning as it can get too warm in the school.
	Lunch lines are long and it can be difficult to get food or drink at break time.
	Smart boards left on wastes electricity.
	Food prices are too high.
	Better internet connection.
	Pupils cannot access the school before 08:20.



Figure 15: Queensferry High School Feedback

8. Station 4- Celebrating Queensferry

Station four focussed on exploring Queensferry as a tourist destination and celebrating the towns history, heritage, arts, culture, and music. Pupils were asked to use the Post-it notes and pens and answer three questions which were printed on posters on the table.

The questions included:

1. How could we celebrate Queensferry's history, heritage, arts, music, and culture?
2. What could we do to encourage tourism in Queensferry?
3. What do you think about further promoting Queensferry as a tourist destination?



Figure 16: Station 4 Example Handout

Feedback

When answering the three questions above, pupils primarily focussed on improvements to Queensferry that would encourage tourists to visit.

- Pupils suggested improving and better promoting the Queensferry Museum.
- Providing better tourist information such as boards, signage, and an information centre/ hub.
- Offering walking and bus tours and having more cafés and shops that sell clothes and local products to encourage tourism.
- Pupils mentioned the desire to refresh the Vat run and improve cleanliness, particularly around the bus stops.
- When considering what pupils thought about further promoting Queensferry as a tourist destination, they shared that while tourism is good for the economy, it can be difficult moving around Queensferry when it is busy due to traffic and parking. Some pupils expressed concerns with tourists not respecting residents.

What could we do to encourage tourism in Queensferry?

Common Themes	
Better promote the museum.	Refresh the Vat run/ pump track.
Better information for tourists (e.g. local history, tourist centre/ hub, information boards, timeline to follow).	Improve safety, particularly around the Top Shops.
Improve the local retail offer.	Things that are currently popular with tourists- Starbucks, the Leisure Centre, Dundas Castle, the Christmas markets.

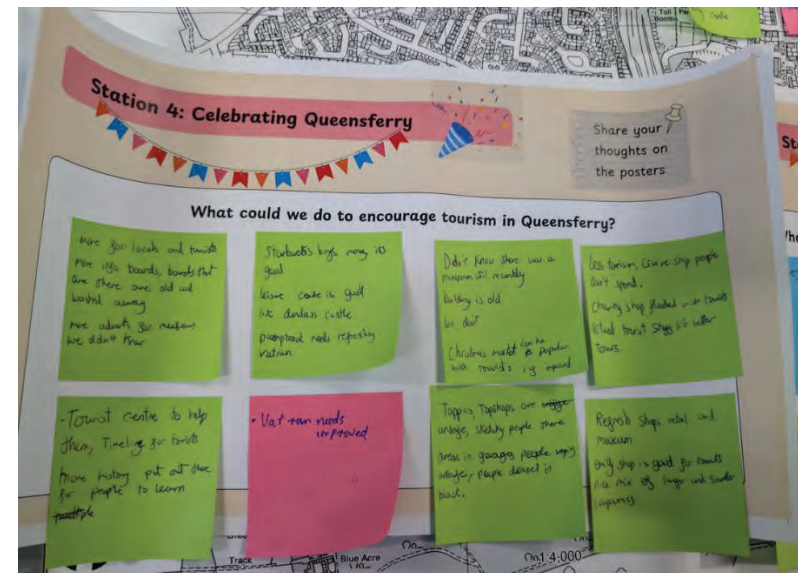


Figure 17: What could we do to encourage tourism in Queensferry?

What do you think about further promoting Queensferry as a tourist destination?

**Several responses to the following question focussed on general improvements to Queensferry, rather than what pupils thought about further promoting tourism.*

Common Themes	
Historical tours.	Improve the museum.
Improve cleanliness.	Upgrade signage along the water.
Lots of restaurants, but not enough shops, particularly clothes shops.	Tourists struggle to find parking.
Hard to do things in and around Queensferry when it is busy.	Less tourism, cruise ship passengers don't spend money in the town. <i>*Comment from Q1 above which relates to Q2.</i>

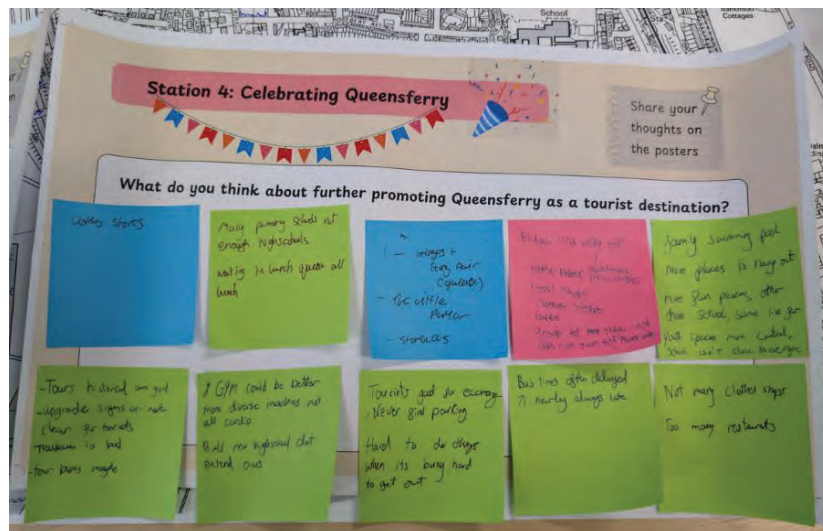


Figure 18: What do you think about further promoting Queensferry as a tourist destination?

How could we celebrate Queensferry's history, heritage, arts, music & culture?

Common Themes	
More retail (e.g. shops selling local products, crafts, and gifts).	Improve parking.
Traffic Improvements (e.g. crossings on Bullyeon Road, racers on the bridge, Springfields, and more active travel routes).	More cafés.
Reminders for tourists to respect residents.	Improve cleanliness at bus stops.
Improve the museum.	Offer more for visitors to do.

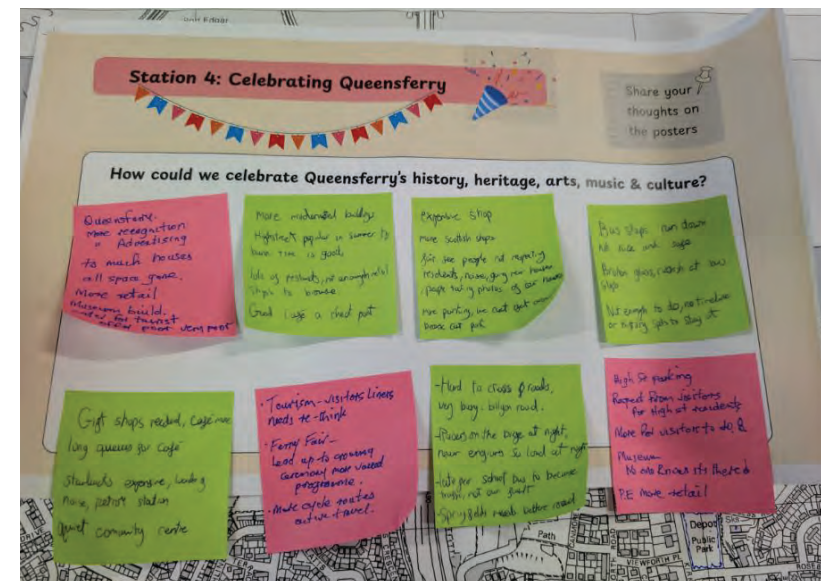


Figure 19: How could we celebrate Queensferry's history, heritage, arts, music & culture?

9. Station 5- Living Well in Queensferry

Station five aimed to explore what pupils need to be able to live a healthy, happy, and rewarding life in and around Queensferry. At this station there were several printed prompt sheets. Pupils were encouraged to consider the questions on the prompt sheets and discuss:

1. What currently boosts their health and wellbeing?
2. What would help boost their health and wellbeing?

For each of the questions, pupils were encouraged to discuss them as a group first and then note their comments down on the Post-it notes.

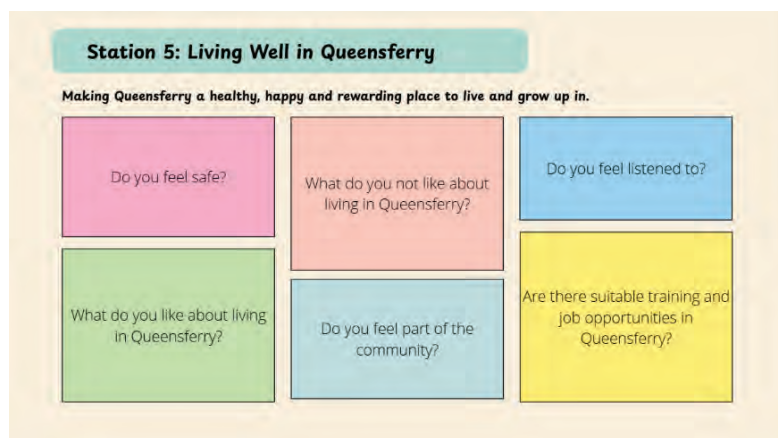


Figure 20: Station 5 Example Prompt Sheet

What currently boosts your health and wellbeing?

- Pupils mentioned being able to access local sports clubs and facilities, specifically the swimming pool and gym.
- Pupils mentioned that they liked being outside, walking and playing with their friends in local parks and greenspaces.
- Pupils also shared attending local clubs and the sense of community in Queensferry boosts their health and wellbeing.

Common Themes	
Local sports clubs and facilities.	Hanging out with friends in the local parks and greenspaces (e.g. Teletubby Land and Station Road Park).
Being outdoors.	The sense of community.

Walking around Queensferry.	Local youth groups and activities (e.g. Open All Hours, Scouts).
The beach.	The library.
The High Street.	Local events (e.g. Ferry Fair).
	Feeling safe.



Figure 21: What currently boosts my health and wellbeing?

What would help boost your health and wellbeing?

- Pupils mentioned that they would like to feel safer in Queensferry. They mentioned the need for better lighting and more CCTV. Pupils shared several places that they feel unsafe, this included the Spar, Walker Drive, Toppies Garages/ Top Shops and Varneys Park.
- Pupils mentioned that they would like to see improvements made to the bus service, specifically more regular buses, better timetabling, and buses that run later in the evening.
- Pupils shared that they would like to reduce littering and commented on the need for more bins at the Hub, Toppies, and in greenspaces around Queensferry.
- Pupils commented that they would like to be more involved in local decision making and share their views on local issues.

Common Themes	
Improve safety by having better lighting and more CCTV.	More opportunities for young people to share their views and inform local decision making.
More regular buses, later buses, better timetabling that aligns with school start times, better links to local services and quicker routes.	More shops (clothes shops for young people, tourists, promoting independent businesses).
More bins, ads to reduce littering, litter clubs for young people, recycling hub.	Specific activities and spaces for young people.
Improvements to the gym.	More play parks and green spaces.
Better doctors.	



Figure 22: What would help boost my health and wellbeing?

10. Next Steps

The following section provides a brief overview of how the insights gathered from members of the Pupil Parliament at Queensferry High School will be used by the Queensferry District Community Council and the City of Edinburgh Council.

Queensferry & District Community Council

The QDCC will review the main discussion points as listed above and incorporate into the draft Queensferry Local Place Plan where applicable as they move forward towards the formal submission of the document in the near future.

City Plan 2040- Evidence Report

Planning is preparing their next local development plan which will be City Plan 2040. This will plan how Edinburgh will change and develop up to 2040; and will include where we might build new homes, offices, hotels, shops and services and also what new schools, open space and play facilities we might need. The first stage of City Plan 2040 is the Evidence Report.

The aim is for City Plan 2040 to be more place based. We know that Edinburgh is not just one place, but it is made up of many different areas. Each area has its good points, bad points and challenges. To get an understanding of each area and what it is like to live there, the Evidence Report will contain Place Profiles for each of the 17 wards within Edinburgh. Previous engagement and the current Place engagement- including this exercise- will feed into the Place Profiles. The views and experiences of children and young people are particularly important.

The Evidence Report including the Place Profiles (and any Local Place Plans) will be used to prepare City Plan 2040 and help us to plan the different areas of Edinburgh including Queensferry, Kirkliston and Dalmeny.

City Plan 2040- Play Sufficiency Assessment

The data will be used for the Play Sufficiency Assessment, which is part of the Evidence report for City Plan 2040. This is a baseline assessment to look at the quantity, quality and accessibility for formal and informal play spaces in Edinburgh. The data will help us to plan in terms of the development of play opportunities across the city.

Appendix 3

QDCC LPP Feedback

	QDCC LPP Feedback			
	Date Received	Comments	Date Acknowledged	QDCC Response
1	6th January	I'd like to submit a comment on Project 5 of the Queensferry place plan. The report mentions at the end of the project that there is a need to improve public transport, but doesn't specify that the commuter rail and bus routes into Edinburgh are no longer adequate. The 8.06 train to Edinburgh is regularly full beyond capacity and no one from Dalmeny can board, and ScotRail frequently run shorter than anticipated trains. There needs to be agreement with ScotRail to better support the community - particularly as the new housing opening each month is only compounding the overcrowding.	6th January	The west of Queensferry is well served by the Fife Stagecoach services. The 43 service town service could be improved. We hope as the town grows the increased footfall will bring about improved services. The rail service from Dalmeny is poor and over the years QDCC has raised this with elected members and Scotrail. QDCC has lobbied for improvements to the services and will continue to!
2	6th January	I have been reading through the information you have posted about the place plan, and you have asked for feedback, and I would like to give you some of my feedback. In strategic Issue 1, the growth of Queensferry and infrastructure has been mentioned. There is mention of schools, health care, and travel connections. Yes the high school is going to be extended however this is still not going to be able to accommodate all the children in the area with the growth of the place. A survey was put out by the high school regarding extending or a new school to be built and 96% said no to extension as a new high school would be better and this has been completely ignored by Edinburgh council as they just want to extend the existing. So why ask the community for input. Yes there is definitely need for another doctor and dental practice and funding should be used for this. I also think that the bus service needs to be looked at. For the size of Queensferry now and the bus to go around the whole of Queensferry then into Edinburgh the journey takes so long. Can this not be split? For example have a regular small local bus service that goes from Dalmeny to main areas Queensferry ie. Tesco, high street, this would suit some of the older people who live in the area to get to local places they need to go for appointments or shopping. Then the bus service that's going into Edinburgh, that needs to be split so the journey time is quicker and more efficient. Say you have a service that covers one part of Queensferry at Echline side then taking the old road from forth road bridge into town and the other that goes from Scotstoun end taking the Dalmeny route into town. Opening up the old road from motorway towards forth bridge is definitely a good idea and I think would help traffic flow. On reading further there is no mention of any other large supermarket coming into the area, which is most definitely needed. Tesco is just not big enough for all the people here now, nor Scotmid. I appreciate that we want to have shops on our high street however a larger supermarket is in need and unfortunately our high street is not suitable for that. I know there are plans for something up towards Builyleon road however this has been scaled back on new plans, (as always seems to be the case as things progress with house building projects) and there is not as much choice or products on shelves. Also becoming very expensive. We need a bigger supermarket to accommodate our growing community. This will also create more jobs for people At Port Edgar I think this would be a great location for a gym with really good facilities, that could be used also for group/clubs at affordable prices that you can access whenever it suits you. This would also create more jobs and more things to do for people of all ages. Yes we have a couple of gym facilities in Queensferry however they are either too expensive, Kilo gym or have equipment that doesn't work properly and doesn't get service, the hub, or are closed when people want to use them, the high school and hub. As a growing community we need to be listened to. You ask us for feedback and what we would like and need and most of the time, we get ignored, or get a substitute of a smaller scale of what we need. So here you have my feedback	6th January	Queensferry residents have access to three medical practices. There are two dentist's practices presently looking to open surgeries in Queensferry. A small supermarket is to be built at Builyleon Rd retail park adjacent to a BP Pulse Service Station accommodating a M & S food shop. There is a gym in QHS and the Hub. Bus services see 1.
3	6th January	As a local resident, I was interested to read the Queensferry Place Plan containing many positive proposals. However, I am concerned that plans for construction of a walkway from the railway station to the High Street do not seem to be materialising. The existing 'walkway' to the town centre is through woodland and steep steps. This is difficult for able-bodied people and must be impossible for many people with mobility problems or with children in buggies. You mention in the Place Plan that the steps will be repaired but this in itself will not resolve the problem. I would be grateful if you would let me know the position regarding any plans for the walkway. I have looked online at various resources and cannot find anything.	6th January	The plan you refer to is improvements that come from the Forth Bridge Walking experience. The plan is on hold due to funding constraints.
4	6th January	Thank you for sharing the place plan which I read with interest. There are a lot of great initiatives in there. There were two items that I wanted to raise that I feel would enhance the report: 1. The Bankhead plans look really interesting and could be a great asset to the town. I would however like to see more emphasis on the potential creation of park space. As mentioned in the wider document, green space in Queensferry is limited, particularly larger dedicated parks which many towns of similar size can offer. Since the land is greenbelt I think the chance of success and community support would be greatly enhanced if we can push for some transformative park space. It may already be part of the plan but there is limited wording in the document, which I would like to see added. 2. I would like to see the Sports Hub be included in the plans. This is a community asset and offers great facility, however, there are several issues that need address to promote wider inclusion, sport variety and local club support. The Rugby and American football clubs have gone and the tennis club has seen significant decline due to (in my opinion), poor decisions by the hub trustees. Plans for padel seem poorly thought out and stalling. I would be happy to provide more info. I also believe the hub building will likely need significant maintenance and or redevelopment in the nearish future and could provide a much wider range of community facilities. My main point here is that if we are preparing a Place Plan then the sports hub and surrounding land should be part of this.	6th January	Thank you for your support I'm sure we can look at the open space should the plan be brought forward. The Hub is a charity and I'm sure they would listen to your views and provide feedback. You might appreciate that QDCC doesn't get involved with the day to day work of charities or businesses.

5	7th January	Having read the "Queensferry Plan", I have some feedback...Positives: PROJECT 2: Town Centre Consolidation PROJECT 3: Rosebery Hall PROJECT 5: Queensferry Connections PROJECT 6: Queensferry Community Hub I would fully support any of these proposals going ahead, they sound excellent to me. Negatives: The vast bulk of the 49 pages focus on the town centre/waterfront and new areas with £400k+ new builds - that you unironically refer to as being "affordable". There is a huge area around the highschool that the council seems all too happy to forget exists, but our area needs better representation in your plans. A huge proportion of the local population depend upon the Scotstoun Scotmid Coop, the building is connected to a spar that is best known for selling drugs to kids, and to an old pool hall, that before it closed, was best known for people on drugs to have fights. Opposite the Coop is the Queen's Retreat, which closed due to insurance issues related to the ceiling falling in due to water damage amongst other issues. The building(s) here have leaks all the time, they're poorly lit, they're aesthetically depressing in a way that only 1970's architects could achieve, and are covered in anti-semitic graffiti. It's a really grim area and it deserves better. I know tourism will always be the number one priority, but please consider actually helping local people in the area in a meaningful way. By addressing this one area you would make this a much nicer place to live for lots of people.Suggestion: Any new build areas going up for tender in future can only be won by a company if they agree to also teardown and rebuild the shops in this area to a high standard. This may encourage other businesses to set up shop here and would mean the locals actually seeing the government having a positive impact on their lives for the first time in decades.	7th January	Thank you for your feedback informing QDCC that you support projects 2, 3, 5, and 6. The area around the High School is valuable open space used for recreational purposes! We don't disagree with your views about the Scotstoun Shopping Centre which is in private ownership so investment needs to come from within the private sector. The community is therefore limited to influencing the owners to invest in the locality which has proven to be difficult. We have previously tried to get S75 funding from the housing developers which transpires to be out-with the legalities of S75 funding.
6	11th January	I would like to provide you with some feedback on your 'Queensferry Place Plan'. The Community Council should be commended in that you have produced a plan that recognises the need to 'think differently' in managing the pressures of new housing, climate change, the need for investment in infrastructure, the importance of engaging with the community and wellbeing as well as key areas to mitigate and develop these impacts such as active travel and other sustainable travel. While there are many suggestion within the actions/projects that should be commended and I support, I would like to provide feedback on some of the projects that I suggest will be detrimental to the town and contrary to your aims as well as provide some suggestions that would help achieve the some of your stated aims. My first area of feedback is a personal one as I live close by and it is on the suggestion that Transport Scotland closed their yard and adapt this into an 85 space car park which I am frankly horrified of the prospect. You maybe aware over 440 people objected to the adjacent housing development plans which included routing motor traffic for the new housing estate through Viewforth Place and existing residential area rather than Ferrymuir Gait. Only after much lobbying by residents of Transport Scotland, Edinburgh Council and the Scottish Government was this decision modified to Ferrymuir Gait being permitted to be used as access with only one new road built to connect through the existing residential area rather than the originally plan. Has the Community Council considered the risk of additional traffic not only that this proposed car park will generate and the inevitable negative impacts on the surrounding residents living in what were once low traffic neighbourhoods and cut de sacs but have seen increased in traffic, noise and pollution? It is unfortunate that this suggestion on a new car park has been included due to the induced demand of more motor traffic and subsequent negative impacts on the area and people so would therefor would invite you all to please rethink this proposal as it stands now. I would respectfully suggest the some of the proposals are not ambitious enough and focus on outdated thinking around increasing parking and motor vehicle access to more roads. They seek to increase parking and would induce traffic which is counter productive. I would suggest you should focus on getting more people in the town and when they are, can get around in a more sustainable way that provides more capacity and not mote traffic congestion The concept of 'induced demand' is now well understood and this is why forward looking towns and cities around the world no longer focus on increasing parking but in fact adapt their limited space to not "balance" but "prioritise" active and sustainable travel. Unless the community Council understands this you are at risk of committing the same planning errors that have been made since the 1960's. More of doing the same will result in the same outcomes and should no longer be an option. Here are some options that you may want to consider supporting: Protected cycle lanes on Bo'ness Road- The road is wide here and could easily accommodate this. It would provide the opportunity for children to safely cycle or wheel to school as well as resident of the immediate surrounding area safe passage along as very long and wide road. Support investigative work how protected cycle lanes and or other new alternative active travel routes to and from the High street. A High street with cars contabtnly driving down it looking for non existent spaces, vehicles double parked, on pavements puts people off visiting the High street or not staying as long as they could. Consider how to provide the infrastructure and opportunity for more people to visit the high street via active travel modes from all areas of Queensferry. Support the proposed active travel corridor along Bullyeon Road. Again this provides children the opportunity to walk, wheel or cycle to school safely and others to travel sustainability without contributing to traffic congestion and other negative impacts. Support the active travel corridor all the way from Bullyeon Road through Scotstoun to Dalmeny. This provides children and people the opportunity to travel safely and sustainably to/from the train station (relieving parking pressures at the station) Connect the above schemes together which will ensure as many children and people as possible have access to them and ensures they are as effective as possible (often schemes are not joined up) Request the Council remove all 'chicane' barriers on walking and cycle routes to ensure access for all, those in larger wheelchairs or adapted bikes for example. Consider Queensferry as a "place to drive to, not through" restricting through motor vehicle access, promoting active/sustainable travel, where this will enhance the area acting as deterrent for rat running and anti social behaviour by some drivers. Encourage Edinburgh Council to speed up 43 bus journeys by promoting bus journeys ahead of private car travel, for example , 777 bus lanes, longer bus lanes on Queensferry Road and Cramond Brig. This will make taking the bus more attractive to residents and visitors and bring more people into the area to visit while encouraging residents to travel more sustainably. More people using the bus will mean a greater frequency and the capacity for further increases in service provision to other areas around the town (such as the Hawes) These are just a few schemes I can think of given the time I have at the moment but I hope you appreciate these and consider the need to modernise your approach in some aspects of the plan. I would finally like to point out that you reference the Edinburgh Council city plan which states that Edinburgh will be a place "to get around without a car" I would again respectfully suggest that if you match your actions within our own place plan.	11th January	Thank you for your support. The FRB car park has been an operational car park for over 50 years and coped with the traffic, HGV's and parking when the FRB was an operational bridge. By re-opening the car park to its design capacity part-solves some of the car parking problems being experienced. Visitors can park and walk to the High Street reducing the congestion. There are plans for cycle lanes on Bo'ness Rd and Bullyeon Rd, to be re-modelled for pedestrians and cyclists. There is "active travel" plans for Ferrymuir through to Scotstoun Avenue. So the investigative work you refer to is underway. QDCC is supporting the active travel plans contrary to what you suggest. We will continue to lobby for improved bus and rail links.

7	13th January	Just a few comments on the place plan in its current format: P11 Illustration.This photo is slightly misleading as this area is now within Cala housing development. P24. Infrastructure “Improve strategic road connections around Queensferry and define clear programme and routes for reopening the Queensferry Bypass to minimise through Town traffic”.What is the Queensferry bypass? P29 Inchcolm Park.Description gives the impression that this is a large area being considered. E.g. “The site is in part vacant land and in part public greenspace and would benefit from enhancements”. The Google image is from prior to development of the Motel site as housing. Inchcolm Park is actually quite small. P30 & P38 References to Sustrans.This organisation no longer exists following a rebrand. It is now the “Walk Wheel Cycle Trust” No reference to Stagecoach. Many Queensferry residents use Stagecoach 747 from Buileyon Road, and various Fife buses from the old toll plaza, and Tesco. P32 Town Centre consolidation.Reference to the “Town Centre”, which appears to be the High Street. This is no longer the Commercial centre of Queensferry, and is unlikely ever to be so again. The reality is that the High Street is now on the outskirts of the town, and given the expansion to the south, and the numerous commercial units within the Buileyon Road development, the High Street is now a geographical outlier. Reference to a Police Station. That closed as an actual Police Station many years ago, and is used only as somewhere for staff to have a break. P39 Community Hub.My feeling about this was that the overwhelming concern of the respondents was the loss of Burgess Park in its current form. Reference to “Opportunities to relocate CEC Depot potentially to Transport Scotland site should be considered” But previous section suggests moving Transport Scotland to somewhere unspecified. Not joined up. P41 Bankhead opportunity area.Yes, opportunity, but not at the expense of loss of greenbelt land. P42 Town Centre traffic reduction. Photos used are misleading and not representative of current situation. (Also on P17) Local public transport providers (Lothian/ First). It is many years since First Bus served Queensferry. Suggestion to “Trial Bus 43 to Promenade loop”. The 43 bus journey time is already too long, and I would suggest there is little, if any benefit to this suggestion. Consideration of reintroducing an X43 direct service to Edinburgh would be of more benefit. P44 Port Edgar Opportunity area.Photo shows sheltered/assisted housing on Shore Road, not Port Edgar. “Boat yards currently occupy prime land and could be consolidated/relocated to reduce severance.” It’s a marina. The land used for boat storage is not Prime land, its land suitable for storing/moving/maintenance of boats. An asset to Queensferry, and should not to be seen as a possible development area, unless that development is for the benefit of boat/water users.	13th January	Thank you for your comments. The Queensferry bypass is the former slip roads from the FRB to the A90, we will revise the wording to describe this better. We will look at Pg. 29 and its context and amend the document changing Sustrans to Walk Wheel Cycle Trust which it has changed to since we first developed the document. QDCC agrees that there are good Stagecoach services from Fife which has been pointed out by others providing feedback. We disagree with you, that the High Street is not the Town Centre. We will review photographs for context and the reference to the Police Station. The community Hub is a work in progress and the community will have their say in future consultations and through the planning process.
8	13th January	I have read through the place plan document. It has been well produced and creates a good visionary backdrop for the years ahead. Striking the balance between active travel (I’m a big fan) and accommodating visitors by car (also a big fan) is without doubt one of the big challenges. The satellite parking options will help, once developed, but will not be the sole solution set for this complex issue in the town. I would have liked to see specific detail on the parking issues on Station Rd and Hawes Brae, being addressed in the plan. Parking in these locations is dangerous and I don’t believe will be addressed by the satellite solutions suggested. Solution sets for these issues need to be an immediate priority and do need to be addressed in the early stages of a Place Plan if not as a top priority before the plan is actioned. I hope this is of help	13th January	Thanks for your support and comments. Parking continues to be problematical across the whole town and we continue to work with various stakeholders to find long lasting and permanent solutions.
9	20th January	Had another look at the document. Looks OK to me. Only comment is that I note that the Gallondean project has been dropped. I suspect it may be considered unrealistic? Unfortunately, I also believe that Project 8 (Traffic) has little hope of materialising with regard to the re-opening of the slip road, or provision of south and east satellite car parks (where?). Current traffic on Buyleon Road, which includes a significant amount of heavy vehicles, is not going to get any less when it is all diverted into the site. But at least it’s better than heading down into the town. I am disappointed that we can’t include a vision for the Binks area. Afterall, we already had one - and called it a landscaping project. Currently we have an unattractive car park and an open grass area - as use-less as the current Burgess park. Surely this is still a desirable and worthwhile project, perhaps to include toilets (where the Council might find the existing drainage with less difficulty).	21st January	Thanks for your support and encouragement to look at the Binks car park for solutions.
10	22nd January	Many thanks for the email and update re the local provisions / plans. As ever, we are extremely grateful for the strong links and support we receive from the community council; and of course the wonderful work you do for our local community with attempts to get things right for everyone. We are more than happy to be consulted or help out with any activities which may impact the health and wellbeing of any of our patients in Queensferry. The planning document reads very well and gives the pros and cons to all of the major developments over the next few years. From a health point of view we have and always will want to provide a good standard of care to the patients of Queensferry. We would echo calls for no significant housing developments to allow the rebalance of growth with the infrastructure. If we think about some inner Edinburgh GP practices/health provisions, they get good access to the likes of mental health hubs, counsellors, support groups or 3rd sector organisations. Quite a few of these organisations do not come out to Queensferry and patients need to travel further to tap into the same level of service. I have campaigned for years that there are more health inequalities in our area compared to the funding that goes towards these more deprived areas. If we can provide adequate health facilities, greenspace and support from other organisations/3rd sector parties to support and nurture the health in our area, then we would be very supportive of this. Until this happens we would be against any significant housing developments as we feel that the overall standard of personal care would decrease and that is something we as a practice do not want to happen. On behalf of the practice, many thanks for everything you do for our local area and we hope to maintain close ties with you all for many years to come.	22nd January	Thank you for your support. QDCC is concerned about the prospect of more homes being built in Queensferry and the LPP is our way of trying to limit the impacts on the town and community as well as improve the infrastructure accordingly. The present asset review is looking at ways to create space for NHS support services.

11	25th January	Thank you for sharing the Queensferry Place Plan and the opportunity to provide feedback. I've taken time to review the document and it's clear a significant amount of thought and community engagement has gone into shaping the long-term vision for Queensferry. The focus on community infrastructure, town centre regeneration and connectivity is particularly encouraging, and it's positive to see such a structured approach to future development. By way of background, I run PKF Fire and Security, a specialist fire safety and compliance business working across commercial, public sector and community-based projects. Having reviewed the Place Plan, I can see a number of areas where future development and refurbishment projects may arise, and I would be keen to explore how we could potentially support these from a fire safety and compliance perspective as plans progress. I will share any specific feedback on the Place Plan separately, but in the meantime I wanted to express my interest in engaging further with the Community Council or relevant stakeholders where appropriate. Thanks again for circulating the document and for the opportunity to contribute.	26th January	Thank you for your supporting comments.
12	26th January	Strategic Issues. Place and Environmental Quality - doesn't mention actual protection of existing greenspace whether in private or public ownership. Natural & Built Environment & Heritage. Whether in private or public ownership. Queensferry Connections Project Summary. Both in private and public ownership	26th January	The LPP looks to protect open space, natural & built heritage and where possible guide their future developments whether in private or public ownership.
13	27th January	Many thanks for the opportunity to comment on the Queensferry Local Place Plan. The Rosebery Estates Partnership, landowners of the Bankhead Development Opportunity and adjoining land to the east of Queensferry, support the Queensferry & District Community Council (QDCC) Local Place Plan (LPP) and in particular the identification of the Bankhead Opportunity Area (Project 7) within that Plan. The only comment we would like to make in respect of the "Investment & Funding Strategy" would be to add to the Fund/Programme list The Rosebery Estates Partnership and identify them as funding the delivery of the Bankhead Opportunity Area. The Queensferry & District Community Council Local Place Plan represents a sound and proportionate expression of local aspirations. The inclusion of the Bankhead Development Opportunity is justified, deliverable, and consistent with the vision and key themes for the LPP.	27th January	Thank you for your continued support. We have amended the table accordingly.
14	29th January	I think that greater detail and priority should be assigned to the Queensferry Connections element of the place plan. Improvements to accessibility and active travel opportunities will benefit many of the other elements of the plan and enhance integration and inter accessibility of different areas of South Queensferry. Project 5 within the Place Plan should ensure that there is a high quality active travel provision to all of the key project locations listed in the document. If these projects have to rely on car access, they won't be successful and all we will hear about is bad parking and congestion. The Queensferry Community Hub is one example of a project which needs better direct active travel route connections to the rest of Queensferry. The place plan does not clearly identify what a satisfactory active travel provision is for the future success of south Queensferry. It should set an ambition or standard to be achieved which can be measured against. For example, the Queensferry Connections project should provide a route safe for children to walk unaccompanied between key attraction points and which is also accessible for wheelchairs and double buggies (as a parent of twins). The key projects listed under the Queensferry Connections provide tourist facilities ahead of functional access between everyday facilities for local people. The Coop link ramp is included but no projects to address overall movement between key trip attractors of school / hub, new learning hub at Burgess Park, Tesco and the new and existing housing on the Echline / Springfield side of town. The proposed east-west route between Builyleon Road and Scotstoun is not mentioned nor is road safety as a key driver. The historic development of Queensferry has severance caused by the original Forth Road Bridge and topographical constraints. This currently limits the quality and priority for non motorised travel in SQ. Links east to west across the FRB corridor are poor, leading to driven journeys from Echline to QHS / Hub / High street. The Builyleon road connections scheme recently at consultation will help improve this, but it needs to be prioritised from a road safety and routes to school perspective. Footways on Hopetoun Road are not wide enough for double buggies and children walking here are very exposed. Therefore quality alternative route(s) need to be found and implemented, either via Morison Gardens and the coop site, via the VAT run area, or by reducing Hopetoun road to one lane. The suggested Co-op ramp link is a very positive suggestion and could be twinned with improvements / repairs to Morison Gardens making this a more attractive route for active travel. Efforts to reopen the Edinburgh A90 facing sliproad at the Forth Road Bridge Roundabout are very important to reduce through traffic on local residential streets (Station road, Burgess Road, future diverted Builyleon Road). These sliproads are existing public assets that are not working hard enough for the benefit of Queensferry. Especially when the new Builyleon Road opens, there will be traffic travelling unnecessarily through residential areas without these actions. General Comment: Transport Scotland is an important stakeholder from a regulatory perspective. The place plan should promote using existing public assets (TS roads and local TS road control) to benefit TS's host community. This is relevant to the opening of A90 / A9000 slip roads and also other local traffic behaviours which are very detrimental to South Queensferry, such as "up and over" drivers causing excessive local congestion at the Queensferry Crossing.	29th January	QDCC believe the current Active Travel proposals need further refinement and we continue to discuss with CEC. Queensferry Community Campus plans are still open to further refinement/consultation and dialogue continues. QDCC agree with many of the suggestions/concerns you share relating to traffic flows however there is a limit to what we can directly impact via the LPP.
15	29th January	Re Queensferry West Opportunity Area (9): I believe the small rural road running from near the Queensferry Crossing (Queen Elizabeth Bridge), past the Stewarton Polo Club, and then past Totleywells Equestrian is too narrow and unsuitable for the additional traffic that would be generated if playing fields were built in the Queensferry West Opportunity Area. If playing fields were developed there, parents and carers from Winchburgh and Kirkliston would likely use these quiet back roads as shortcuts to access them. This would significantly increase traffic on these rural routes, undermining their value for active travel—such as walking, cycling, and horse riding—and harming the peaceful, rural character of the area. In my view, it would be far better to use this land for a cemetery or to expand woodland and wild spaces, which would enhance biodiversity, provide valuable green infrastructure, and better align with environmental priorities.	29th January	Presently the land is on the market for sale and LPP limits the impacts from potential housing developments and at the same time improves Queensferry's infrastructure. It will be necessary for both authorities CEC and WLC to work together to resolve the traffic issues.

16	29th January	I am a resident of Humble Farm Road and have some comments for consideration on the Queensferry Place Plan. I am surprised not to see firmer plans for a new secondary school or a large expansion. The volume of new homes that have been built and are also in the process of being built would suggest this will be required. I would make the same comments about the doctor surgery which cannot be expected to simply absorb new residents into the area without expansion. I don't see any provision to address either of these issues in the projects. I am unsure if this committee has the power to do anything about these issues, but these are noted as strategic issues and I'd agree they need addressing. Regarding the Queensferry West Opportunity Area (9) and the proposal to implement a playing field. The small rural road off the Queensferry crossing roundabout that runs up towards the Stewarton polo club is not suitable to take an increased volume of traffic. It is narrow and already requires cars to stop and mount verges. In addition to the practical use of the road, it would impact upon the rural setting and those walking, cycling and horse riding in the area. A cemetery would be a better use of the area to keep traffic confined to certain times of the day. I would suggest that the entrance to the cemetery would need to be considered to not create a bottleneck on the road. The installation of a woodland around the cemetery or as an alternative would also help to enhance the biodiversity of the area.	29th January	Presently the land is on the market for sale and LPP limits the impacts from potential housing developments and at the same time improves Queensferry's infrastructure. It will be necessary for both authorities CEC and WLC to work together to resolve the traffic issues.
17	30th January	As a resident at Westfield House (next to Stewarton Polo Club), I would like to express considerable concern and register my comments regarding the Queensferry Place Plan. Re Queensferry West Opportunity Area (9) in particular. Our home, our horses and our businesses (Totleywells Equestrian, and Totleywells Rural Stays) are all located along the old U4 that connects between Duntarvie Castle and the A906 end of the road where you plan to either build a cemetery or Playing Fields. We have sent now over 40 emails and registered calls with both West Lothian Council and Edinburgh Council about the rat-running, speeding and dangerous, improper use of the road since the new junction 1B at Winchburgh opened. Wildlife verges are being ruined. Riders, cyclists and elderly pedestrians terrorised along this road already. Stewarton Polo Club have had its gates crashed into several times. There have been multiple pets killed and motor collisions in the last 2 years. Councillors Lewis Younie, Kevin Lang and Louise Young are all aware of the grave issues being faced on this single lane country road, and have been contacted for support. Queues of up to 1km at peak times are being experienced, tailing back from the bridge blocking elderly people in their homes from receiving their care visits and ambulances. The road can simply not handle any increased usage, with this in mind, we would not support any plans to create Playing Fields attracting rat-running parents from Kirkliston and Winchburgh through a back country road already experiencing over-use. There is now a solar farm going in at the Duntarvie end of the road with an Active Travel Path from Newton to Winchburgh having been approved, this crosses our country road and will bring increased danger to pedestrian and cyclists as they cross. Why build an Active Travel Path and then create initiatives that increase danger to users of the ATP? If playing fields were developed there, with rushing parents driving to them, this would significantly increase traffic and undermine their value for active travel as well as ruin the peaceful, rural character of the area. We understand a cemetery would be a more peaceful addition, but again would bring traffic and parking to the area so would only be supported by our community if the road from that point onwards was made access-only for residents and businesses located on the road. We think it a better idea to expand woodland and wild green spaces in that area to better align with the areas environmental objectives. Our elderly neighbours will not have seen your notice on Facebook or be in a place to email before tomorrow and we would ask that you consult in person with our elderly population before making decisions. Please can you confirm when there is next a meeting we can attend to communicate about some of the good ideas within this proposal, and the ideas that are in direct conflict with our communities and environmental concerns.	30th January	Presently the land is on the market for sale and LPP limits the impacts from potential housing developments and at the same time improves Queensferry's infrastructure. It will be necessary for both authorities CEC and WLC to work together to resolve the traffic issues.

18	30th January	Concerns and Objections about Queensferry Place Proposal I am writing on behalf of the Directors of Totleywells Equestrian and Totleywells Rural Stays to share our significant concerns and formal comments regarding the Queensferry Place Plan. Re: Queensferry West Opportunity Area (9). Our operations—Totleywells Equestrian and Totleywells Rural Stays—are situated along the former U4 route connecting Duntarvie Castle and the A906, close to the area proposed for either a cemetery or playing fields. Over recent years, we have made substantial investments here, including the planting of more than 3,000 trees, employing a team of seven within the equestrian centre, and establishing three self-catering holiday properties to support local tourism. Alongside our neighbours—Stewarton Polo Club, Michael Rolland, and the residents of Totleywells House, The White House, Gillerhill, and Westfield Farm cottages—we have collectively raised repeated concerns with both West Lothian Council and Edinburgh Council. To date, over forty emails and numerous calls have highlighted persistent problems with rat-running, speeding, and dangerous driver behaviour on this narrow lane since the opening of junction 1B at Winchburgh. Local councillors are aware of the situation, and we have made clear the serious safety risks now faced by residents, visitors, and staff using the road daily. While we welcome many aspects of the proposed plan within Queensferry itself, we cannot support any development that would encourage additional through traffic—particularly playing fields, which would inevitably draw more cars from Kirkliston and Winchburgh via this already overused rural road. Such use would not only increase traffic hazards but also bring noise, pollution and light pollution, and disruption that would conflict with the quiet, rural environment the plan seeks to enhance. A cemetery would be less disruptive in nature, though it would still generate increased vehicular and visitor traffic. We would only support this option if measures were introduced to restrict the road to access-only for local residents and businesses along the U4 from the Dundas Gates onwards. In our view, expanding woodland or designating the land for conservation and natural green space would be far more consistent with the environmental aims of the Place Plan. We would strongly oppose any proposal likely to bring further light or traffic pollution. Could you please advise when the next opportunity will be to attend a meeting or consultation session, as we would appreciate the chance to contribute constructively—both in support of the plan's positive features and in outlining our serious concerns.	30th January	Presently the land is on the market for sale and LPP limits the impacts from potential housing developments and at the same time improves Queensferry's infrastructure. It will be necessary for both authorities CEC and WLC to work together to resolve the traffic issues.
19	30th January	We are emailing as residents of Totleywells Cottages to register our comments on the Queensferry Place Plan, regarding Queensferry West Opportunity Area (9). The Queensferry West Area is unsuitable for playing fields or cemetery use due to the additional traffic this would cause on the small single track rural road from Queensferry Crossing, past the Stewarton Polo Club, Totleywells Riding School and onwards to Winchburgh, as well as the road towards Kirkliston. The road is too narrow to carry additional traffic, and we have already seen multiple accidents and dangerous driving incidents due to the increase in traffic from residential developments in Winchburgh and South Queensferry. This has also had an impact on wildlife and pets, with many fatalities on the single track road, that is currently a 60mph limit. Any traffic on the bridge and through Newton already congests the road, causing customers unable to access the riding school, carers unable to get to vulnerable patients living on the road and residents unable to access homes. The proposal for playing fields would drive further traffic from both directions and cause serious further issues on the road. Cemetery traffic and parking would also generate further congestion, including funeral parties needing access. We believe both would harm the rural and peaceful character of the area as well as causing unnecessary additional danger on the road. It is vital this area and the road are prioritised for active travel like walking, cycling and horse riding, and they are preserved for the sake of the wildlife and biodiversity. Further enhancement of the green space would be the most valuable use of the land, provide essential green infrastructure and align with environmental priorities. We hope you will consider our concerns.	30th January	Presently the land is on the market for sale and LPP limits the impacts from potential housing developments and at the same time improves Queensferry's infrastructure. It will be necessary for both authorities CEC and WLC to work together to resolve the traffic issues.

20	30th January	I am writing as a resident of Totleywells Cottage, situated on the B-road past Totleywells Equestrian Centre, to register significant concern regarding the Queensferry Place Plan, and particularly the proposals relating to Queensferry West Opportunity Area (9). Our home, our horses, and our businesses (Totleywells Equestrian and Totleywells Rural Stays) are all located along the old U4 route connecting Duntarvie Castle to the A906, where the development of either a cemetery or playing fields is being proposed. Over the last two years, we have submitted numerous registered calls to both West Lothian Council and the City of Edinburgh Council, raising urgent concerns about rat-running, speeding, and dangerous misuse of this single-track country road following the opening of Junction 1B at Winchburgh. Are you aware Edinburgh council plan to reduce the speed limit on this road as a result of the issues? The issues currently faced include: Destruction of wildlife verges. Horse riders, cyclists, and elderly pedestrians being placed at significant risk. Multiple vehicle collisions, alongside several pets killed. Repeated damage to the entrance of Stewarton Polo Club. Public representatives including Cllrs Lewis Younie, Kevin Lang, and Louise Young having been made fully aware of the severity of the situation. Peak-time queues extending up to 1 km, often blocking elderly residents from receiving essential care visits and restricting access for emergency services. The road is demonstrably unable to support any increase in traffic volume. In this context, we cannot support any proposal that would attract further rat-running—particularly from parents travelling from Kirkliston or Winchburgh to access new playing fields. Should playing fields be developed, increased vehicle movements would not only heighten the safety risks but also erode the rural character of the area. While a cemetery may provide a quieter alternative, it would still generate parking and traffic pressures. Such a proposal could only be supported by our community if the road beyond that point were designated as access-only for residents and businesses. A more appropriate use of the area may be to extend woodland and enhance wild green spaces, aligning more effectively with local environmental and biodiversity objectives. I must also highlight that several of our elderly neighbours were unaware of this consultation due to its reliance on social-media notifications. Many are not in a position to submit written responses by the deadline. We strongly request that you engage in direct, in-person consultation with elderly residents before final decisions are taken. Finally, it is essential to note that Opportunity Area 9 directly impacts land and road access on the West Lothian side. Formal consultation with West Lothian Council will be required before any progression of this proposal, given that the road network, safety implications, and rural character affect both council areas. Please confirm when the next public meeting will take place, as we would welcome the opportunity to discuss both the positive elements of the plan and those that present significant conflicts with community safety, environmental commitments, and rural amenity.	30th January	Presently the land is on the market for sale and LPP limits the impacts from potential housing developments and at the same time improves Queensferry's infrastructure. It will be necessary for both authorities CEC and WLC to work together to resolve the traffic issues.
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21	30th January	I am responding to your consultation on 61086 Queensferry Place Plan on behalf of Spokes, the Lothian Cycle Campaign Welcome To Spokes « Spokes. You may note the quote on our welcome page: "When man invented the bicycle he reached the peak of achievement ... A product that was entirely beneficial to those who used it, and of no harm to others." – Elizabeth West, author With this in mind, we'd like to commend the community council of recognising within the Local Place Plan of the "limited available public transport and parking capacityActive Travel networks lack connectivity with further enhancements and strategic thinking in sustainable transport required to mitigate local transport, parking capacity and reduce congestion" Furthermore, the stated context of the Policy Framework, National Planning Framework 4, City of Edinburgh Local Dev, Plan and CEC local Guidance which includes reference to policy on Place, Climate Change, Just Transition, Local Living, Health & Wellbeing, Biodiversity, Active Travel, Sustainable Places, Living Places and Productive Places. There is further recognition of the need to address the policy matters effectively in the Strategic issues which recognises "Queensferry is of a scale where good active travel connections can support the primacy of the Town centre as our 20 Minute Neighbourhood and strengthen the viability of core community services and facilities" and "Rebalancing recent growth will require investment to build stronger, more liveable neighbourhoods, protect and enhance place quality and secure the future of Queensferry's essential infrastructure" and we welcome the stated "QDCC recognise the challenges around resourcing and investment funding. QDCC would be keen to explore new models and pilot new approaches based on community participation to build new delivery partnerships." We would suggest it somewhat of a contradictory plan with what we suggest are contradictory follow up Themes and Project proposals: Key Theme 1 on Community, it's People and Wellbeing states, "the community see the need to consolidate the Town centre providing a focus for all key activities and services with support for 'Living Well Locally' but promoting a town first alignment to 20-minute neighbourhoods". However, Key Theme 2 on Infrastructure, Tourism and Connectivity include no objectives for any active travel. Given what is previously stated in the document assumes reopening the "Queensferry bypass minimise through Town Traffic" is complete contradictory to the aims. There is no evidence through town traffic would be reduced, indeed it is far more likely that it will only increase traffic levels through town as well as on the bypass. The concept of "induced demand is well understood and evidenced and we suggest the community council removes this assumption. Conclusions to this study can be found on page 24: Latest evidence on induced travel demand: an evidence review Here is video of how London saw a 256% increase in cycling as a direct result of investing in safe cycling infrastructure Cycling London's Bicycle Super Highways - YouTube-We'd suggest you improve the access to active travel and public transport before considering opening more roads or creating more parking for vehicles. There are very little in the way of existing and substantive active travel projects that suggests the strategic aims in the plan can met. We suggest the community council need to reconsider South Queensferry and the surrounding area and consider what transformative measures within projects require to be taken to meet the strategic aims. We would suggest that Active travel projects should be included in Project 8 Strategic Town Centre Traffic Reduction and that the Community Council understand that in order to reduce traffic, you need to provide people with safe and direct active travel connections and this may likely mean taking space away from cars. The aims of creating further parking provision and opening more roads will only make congestion and traffic issues worse than they are now. You can see this in towns and cities all over the world that where people are provided meaningful alternatives to the car, they will make that choice. If the Community Council fails to understand that and continue to plan for more parking and more roads at the expense of active travel and sustainable transport the net result will be more traffic. We therefore suggest the Theme and Project sections need further informing to ensure they will meet the Vision and Strategic Aims section of the plan. There are many areas of South Queensferry where active travel infrastructure can be created that is missing from your plan. We are more than happy to contribute to that if the invite is there.	30th January	QDCC believe the current Active Travel proposals need further refinement and we continue to discuss with CEC teams. We have added note of Active Travel within Strategic Town Centre reduction linking it to the Queensferry Connections project which focuses entirely on Active Travel. QDCC agree with many of the suggestions/concerns you share relating to traffic flows however there is a limit to what we can directly impact via the LPP. We know from traffic surveys that vehicles from the west of the town use the High Street as a short cut to avoid heading further west to join the A90 when they are travelling to Edinburgh which is why the suggestion to reopen that route has been included. QDCC have reviewed and updated sections of the LPP in response and appreciate the thought and time given to making them.
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22	30th January	I am writing to offer some constructive observations from a developer's perspective, with the intention of helping to further strengthen an already comprehensive document and to maximise the community's ability to benefit from future inward investment. Formatting and Accuracy A number of images used throughout the document appear to be between five and ten years old. I am aware of this as my own property appears unpainted, indicating the image predates works carried out over nine years ago. To maintain the document's credibility, I would recommend updating all imagery (see pages 4, 5, 6, 16, 27 and 31). There is also a typographical error on page 14 which should be corrected. Accuracy of Data On page 24, reference is made to 1,000–1,500 bed spaces in Queensferry. It would be helpful to identify the source of this data and to clarify what geographic area is being defined as "Queensferry". Online sources suggest there are approximately 160+ listed rooms in the immediate South Queensferry area. Investment assumptions based on 1,500 beds differ significantly from those based on 160, and clarity here would strengthen the analysis. Key Drivers for Change The proposals set out are wide-ranging and will require significant funding. To help underpin and improve the viability of these projects, I would encourage consideration of the following points. The Environment While the potential impacts of climate change on the coastal environment are referenced on page 25, South Queensferry's unique location and vulnerability suggest that climate resilience should underpin all ten proposed projects. Project-Specific Comments Project 1 – Forth Contact Centre The inclusion of satellite parking is welcomed. Consideration could be given to making pedestrian links to this parking contingent on the development progressing, helping to reduce vehicle numbers within the historic core and supporting climate objectives. Project 2 This project could be updated to reflect the High Street works currently underway, which effectively form the first phase of this initiative. Projects 3 and 4 Both are valuable community assets; however, it may be worth considering whether rationalisation could help safeguard long-term viability. For example, the sale and repurposing of the museum/council building could potentially fund upgrades to Rosebery Hall. The museum could be relocated to Rosebery Hall or the library, particularly if the latter relocates to the primary school. Capital generation will be critical given current council and government financial constraints. Project 5 This proposal would benefit from the inclusion of appropriate lighting to improve safety, particularly for women during hours of darkness. Project 7 While this is a welcome addition, it would add significant value to land owned by the Rosebery Estate. A quid pro quo approach could be considered, with inclusion contingent on one or more of the following: provision of satellite parking and/or the upgrading and long-term maintenance of Jacob's Ladder steps, ensuring clear community benefit alongside private gain. Project 8 This is a sensible proposal, but its success is dependent on suitable alternative satellite parking provision being identified elsewhere. Project 9 This represents a positive non-agricultural use. If developed as a cemetery, strong emphasis should be placed on sustainability, digital management, and space optimisation to address land scarcity and environmental concerns. Given its strategic position on a key transport route, this site could also support employment-focused uses. In light of the climate emergency, any employment focused development here should be carbon-neutral or, ideally, carbon-positive. Project 10 As with Projects 7 and 8, this proposal offers significant value to the landowners. A community benefit approach should therefore be sought, such as satellite parking provision and/or a water-source heat exchange system to deliver reduced energy costs for local businesses and residents (one is already being trailed) Closing Comment In the next stage of the LPP, reference to the climate emergency impacts arising from these opportunities is notably absent. There is a genuine opportunity to use local assets to support lower energy costs, which in turn could stimulate employment and inward investment across several if not all of the proposed projects. I hope these comments are helpful and constructive in refining the final iteration of the plan.	31st January	Many thanks for taking the time to comment. QDCC have reviewed and updated to read approximately 300 bed spaces in Queensferry. QDCC agree that climate resilience needs to underpin all future projects. The LPP can only establish principles in many cases with QDCC able to influence detail when projects come forward through the planning process. Reference added to High Street works within Project 2. QDCC are involved in a WIP where a working group is looking at Museum sustainability. Project 5 reference added to lighting to improve safety although this is in the project detail to a degree. QDCC will continue to use any possible leverage for contributions to community led projects. and to guide details wherever possible as part of the planning process.
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23	30th January	I would like, first of all, to place on record that the wider community should commend the Community Council for developing and issuing this Place Plan. I understand it is the first Community Council in Edinburgh to have achieved this milestone, and it reflects considerable credit on those involved for their collective effort. The Place Plan identifies a number of worthwhile and potentially important projects. However, in its current form, I believe the Plan could — and should — be more impactful. While the proposed projects provide a useful starting point, the document as a whole is not sufficiently well argued. Weaknesses in both content and presentation risk allowing key stakeholders to ignore, challenge, or ultimately undermine the Plan. For this reason, I would strongly urge the Community Council to revise and strengthen the document before taking it forward formally. Areas recommended for review and improvement 1. Strengthen the strategic argument in Section 1 (Introduction) Section 1 should articulate a clear and coherent narrative around the community's strengths, weaknesses, opportunities and threats. The diagram on page 7 is fundamental to the Place Plan, yet it is never meaningfully discussed or used to drive the proposals. For example, the diagram identifies a strong community spirit as a core strength, but the Plan does not explain how this strength will be harnessed, protected, or expanded through the proposed projects. Without this linkage, the diagram becomes descriptive rather than strategic. 2. Articulate a more ambitious and distinctive community vision The language used to describe the community's aspirations is often underwhelming. Terms such as “pleasant” do not convey ambition, identity, or direction. A Place Plan should clearly articulate what makes South Queensferry and Dalmeny distinctive, why people feel a sense of belonging, and what the community aspires to become. This vision should inspire both residents and decision-makers. 3. Address population growth with evidence and urgency The Plan does not adequately confront the scale or implications of recent and imminent population growth. It cites an unreferenced figure of 10,200 residents by 2022, which is both unsupported and outdated. Between 2022 and 2027, South Queensferry has seen, or will see, the construction of approximately 1,750 new homes, equating to around 4,500 additional residents, or an increase of roughly 40% in the town's population. This represents a profound structural change, particularly as much of this development is located on the town's periphery. This reality should be central to decisions about infrastructure, services, community cohesion, and spatial priorities, yet it is largely sidestepped in the current Plan. 4. Explain and justify the methodology used While it is suggested that data collection occurred, the Plan provides no explanation of its methodological approach or sufficient use of the data collected. There is no clarity on why a qualitative approach was chosen, what methods were used, how many participants or groups were involved, or what the strengths and limitations of the approach were. This lack of transparency weakens confidence in the Plan's conclusions. Although data has evidently been gathered, it is either weakly applied or not evidenced to support the proposals. Given that the Community Council has funded this work, methodological clarity is essential to the Plan's credibility. Note this methodological defence has been evidenced previously in other South Queensferry plans e.g. Shaping The Future of Queensferry. 5. Align projects with where people now and will live The majority of recent population growth has occurred/will occur on the town's periphery, yet eight of the ten proposed projects focus on pre-1914 areas. If the Community Council wishes new residents to feel pride, belonging, and ownership of South Queensferry and Dalmeny, a value highlighted in the page 7 diagram then some projects should be embedded within, or directly adjacent to, newer housing areas. Without these development (s), there is a risk of reinforcing both physical and social divides between established and newer parts of the community. 6. Provide transparency on how the ten projects were identified and ranked It is unclear how the projects were selected or prioritised. The Plan should clearly explain why these projects were chosen and what criteria or variables determined their ranking. Without this transparency, the Community Council's ambitions risk being undermined, as residents may question or fail to support the proposed priorities. This would reinforce concerns identified in the page 7 diagram that sections of the community feel excluded from decision-making. 7. Proofread and correct errors The document contains a number of grammatical and typographical errors. These detract from the professionalism of the Plan and raise unnecessary questions about its reliability. 8. Conclusion In summary, this Place Plan is a good start with clear potential. However, to gain greater support I would urge that The Plan needs to be more rigorous, more clearly evidenced, and more strategically argued. This would not require huge amounts of resources either in terms of time or energy, but it would strengthen the Plan and improve its prospects of delivering meaningful outcomes for the community.	31st January	Many thanks for your supporting comments. QDCC have reviewed and updated sections of the LPP in response and appreciate the thought and time given to making them. We have added reference to the 2022 Census which is the last available verified figure for Queensferry, we appreciate the level of growth in the interim period and have highlighted this in a considerable number of sections throughout the LPP.
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24	31st January	Thanks for the opportunity to comment on the Place Plan. We were very glad to see this exercise being carried out. We hope you get lots of responses from the community. We are not able to comment on all the issues explored but we would like to confirm the problems of the existing Queensferry Museum as regards accessibility. Neither the displays on the first floor or the basement where meetings are held are accessible to people with mobility problems. It's good that the Community Council is thinking of maximising the use of the building but we would urge them to consult with Edinburgh City Museums and the Museums Association as well as the other organisations mentioned. Museums need storage - lots of it - and offices as well as displays. Rosebery Hall. This is an amazing building and the heart of the community. We should like to stress the importance of making available and interpreting the whole building including the early rooms in the tower and basement where the burgh's courts were held and where prisoners may have been held. I think an opportunity has been missed here. Lots of information can be found via the Queensferry History Group. Thanks very much to all who have worked on the Place Plan. We look forward to hearing more.	31st January	Thanks for your supporting comments. The museum operation is being reviewed by CEC through a local working group recently established.
25	31st January	With reference to requesting feedback on the above I would like you to consider my objection to the proposed Community Campus. Involving the building of an Early Years Centre within Burgess Park and relocating the library. The Community Campus will increase the traffic congestion in the area, reduce the effective sports field play area's within Queensferry, which will have an adverse effect on future children in Queensferry. The suggestion that the Campus will increase the Burgess Park area is questionable, as the proposed greenspace is not suitable for sports or play activities. It should be considered that the Ferryburn stream running through the proposed extension of Burgess Park, I'm led to believe is used as an "Overflow" by Scottish Water, to dump untreated effluent during periods of high rainfall. This should be confirmed and rectified before any development is considered. The relocation of the Library should be within the new developments, that is where the majority of children /population will be located. The development of the Campus should be revisited, why was the area of the Old Refuse building dismissed, also there are garages owned by Edinburgh Council that could be considered as part of the Campus.	1st February	Thank you for your feedback. The Asset review is a work in progress. When the final plan is brought forward it will be necessary for CEC to obtain planning permissions and go through due process of lodging a planning application. You will have the opportunity to object to the plans then.
26	31st January	Firstly, congratulations! This is a great achievement and a wonderfully clear and well-presented document. I wholeheartedly embrace the ideas and themes in the Place Plan and have a few very minor observations, as follows: Page 35 – Museum/bullet points You mention making the museum as start and end point for walking tours. Whilst I can see what's driving this idea, I think this could encourage more people to seek parking on the High St and Newhalls Road in order to be able to start/end their journeys here and this might be in opposition to your own proposals to divert traffic away from the High St to satellite parking, in order to reduce High St traffic and congestion. On the basis of encouraging satellite parking, the Museum might be better positioned as a mid-way point on any walking tour. P37 – Queensferry Connection Yes, totally in agreement with better signage, Jacobs Ladder upgrade etc. and would go further with improvements to other paths around this area. Whilst the main path along the disused railway is in good condition and well-lit, the satellite paths to this from Hawes Inn/Newhalls Rd to Dalmeny station and by the Bowling club/ cut through to Catherine Bank are in poorer condition, or are just mud paths and either unlit or poorly lit. Some improvements to some of these paths to allow better North/South navigation over the disused railway line path would be of substantial benefit to tourists and locals alike and improved lighting in some of these areas would also improve safety and navigability. P41. – Bankhead development This is the only item that felt out of place in this document compared with all the other proposals and seems to be mainly a commercial proposition for the benefit of the Roseberry Estate. I don't particularly object to them wishing to progress this development, but I'm not sure their plans have a place in this document. Also are there no brown site areas in SQ that would provide nursery and studio space without building on greenbelt and be easier to get to without using a car i.e. 20min environment would put the nursery closer to residential developments. There is no sign of the developer of the Miramar starting work any time soon. I've spoken to Keith about this, but we need to up the ante on Panacea Development so this historic building doesn't fall further into disrepair, become more of an eyesore on the seafront and DOES get turned into something useful i.e. the proposed flats. Apart from being a mess, it is a safety hazard (broken glass, rats, unremoved bins, broken sharp rusted railings sticking out). I've raised all of these with the developer but am getting nowhere. @Keith – happy to discuss this at some stage if you'd like. Thanks for all your hard work, I look forward to seeing next stages unfold.	1st February	Thank you for your feedback supporting the LPP Museum; potential parking problems: visitors would be directed to the FRB car park (see line 10) Queensferry Connection: we generally agree with your comments the path is presently a work in progress and the steps at the Bowling Club have been repaired. CEC will be investing in Jacobs ladder repairs. Bankhead Development: Rosebery Estates sought support for the project and QDCC thought it worthy of including. Former Sealsraig property: QDCC is trying to contact the developer before contacting CEC Building control

27	2nd February	Some thoughts / ideas for your report to go forward to Edinburgh City Council. I came to live in Queensferry over 40 years ago. I much enjoyed visiting the museum in the town. I was overjoyed when, totally unexpectedly, I discovered a family connection with one of the exhibits displayed there: a model of an unfortunate emigrant ship that sank in 1887 whilst transporting 300 emigrants to Australia, sadly taking four of my cousins to a watery grave. The model ship was however poorly placed, in my opinion, mounted inappropriately high above the toilet door. I began an effort to get this story better known; I gave talks in Queensferry and in Leith. I canvassed the Museum of Edinburgh to develop this exhibition and give the model ship a more fitting place in the museum. I bent the ear of many museum staff who were sent out from Edinburgh. Despite all these efforts over a long period, nothing changed, and now the museum has declined and suffered recent closures. I believe there needs to be much stronger engagement and employment of local town's people who have detailed knowledge and interest in their museum. I know funding is tight and I did try in the past to get a collaboration going, similar to that successfully implemented in Linlithgow, when their museum was very successfully revitalised in an ambitious reformation. Sadly a similar ambition for Queensferry was not then supported by the local organisations. I believe such an effort could be tried again but will take new people with vision and courage to make it happen. There is a dire need also to get younger people involved, to bring new ideas, energy, and better ways of working, collaborating, and attracting interest both locally and internationally. I give you an example below of a recent AI generated U-tube video of the ship disaster I mentioned above: https://www.youtube.com/watch?v=sFWRjr9nVOI I think this could be an interesting way to get young people motivated and involved, using AI and videos to bring historical artefacts to life; and to share them widely with the community, other museums, and further a field via websites, video links, and Zoom meetings, say. This might be done on a volunteer basis which would reduce costs, with perhaps guidance from a volunteer group of experienced local historians.	3rd February	Thanks for your supporting comments. The museum operation is being reviewed by CEC through a local working group recently established.
28	2nd February	Thank you for the opportunity to review the Queensferry Place Plan. I realise I have missed your deadline for comments by a couple of days getting this back to you, and I must apologise for this, but given the length of time and depth of consultation claimed to have been put into pulling the Plan together in the first place and the delays in its public release, to give what feels like a very rushed 3 weeks to comment feels somewhat unrealistic in allowing proper consideration and review of the significant future ramifications of the Plan. Although there is likely much further to discuss on many aspects of the Plan and to try to respond more fully would require significantly more time, I've tried to summarise my comments as concisely as possible. Hopefully the key themes of my comments will be clear. I would be very happy in the opportunity to assist further in the elaboration of any of these points given the opportunity. Whilst I broadly support the Strategic Issues, Visions and Key Themes in the Plan, most of my comments relate to the suggested Projects and Proposals. Project 1. Forth Bridge Contact Centre It's difficult to see the promotion of the Contact Centre as the number 1 project required in the town over the next twenty years. 'Project 2' Town Centre Consolidation should be head and shoulders above the other plans. Its seems a small deal, but these projects would be better numbered the other way around! To promote an ugly administrative building in a remote car park as the number 1 project seems to me to be missing the point somewhat. For the Contact Centre - a plan needs to evolve as to how this frankly remote building fits in with the future Forth Bridge Visitor experience - and with the town more generally - particularly if the museum is retained on the High Street. What about moving the more exhibition based elements of this building down to the museum? (see further comment below). On reflection, I'm not even sure (in the context of the projected Visitor Centre) that the Contact Centre is a specific project that would necessarily find its way into this 20 year strategic local plan? Do we need it? Project 2. Town Centre Consolidation Significant attention (and I believe the number 1 priority for Queensferry) should be addressing the Town Centre. Underused properties need to be brought back into sustainable use. Improvements in business and particularly retail space support are clearly required along the length of the High Street to encourage higher quality retail and resident/visitor support businesses to choose to locate in the town and revitalise the High Street. The many varied small public spaces off the High Street should be upgraded - and public realm and street furniture improved beyond the scope of the roadway improvements. Many of the points raised in this section of the Plan are sound - but in my opinion, this needs really brought to a higher prominence and level of priority in the Plan. One point missing in the Plan and in this section is the missed opportunity to put forward proposals to make a significant improvement to the bottom part of the Loan. In different ways, Hill Court and the whole area around the Co-op, its Car Park, the health centre and the low grade light industrial buildings of Viewforth Bank have nothing of the character of the town and there should be a concerted effort to try to get some form of new and more appropriate 'urban' plan for this whole area. Its not impossible to envision partnership with the right development		QDCC think you make a valid point that the High Street is the No1 Project and will amend the LPP. The Place Plan has been well publicised in the press on social media and two drop in sessions have been held in the Rosebery Hall. Presently CEC are leading a working group reviewing the Museum and its sustainability! We generally agree with your comments. The former VAT 69 Buildings are owned by CEC who have plans to bring two of the buildings back into use. The other land is owned by Scotmid and QDCC have in the past encouraged them to invest in improving the locality and will continue to do so. The Rosebery Hall has a sustainable future being used by local groups and is often oversubscribed. QDCC have looked to address a number of your comments in the updated version of the LPP and thank you for the careful consideration taken in providing comment.

	company to redevelop this whole area over a number of years to improve this blight right in the town centre. Projects 3&4. Rosebury Hall & Museum Hub A sustainable use needs to be found for Rosebury Hall and the Museum buildings. Some of the suggestions seem 'nice' but may not support long term viability. Its key that whatever use ends up here has enough capital/revenue behind it to support the building upkeep. Whilst ideas to reuse the building are certainly aspirational and welcome, they need to be economically sustainable. What about moving part of the Bridge Contact Centre into this building for example? A minor point in this section is that it's nearly impossible to envision the Museum as the start and end of local walking routes. There's inadequate parking, absolutely no public transport - how are people meant to get to the start and end of these routes? Project 5. Connections Proposals to improve the 'connections' through the town are most welcome. Many of the paths are in a very poor state and frankly few are really 'accessible'. The key links into the town from the primary public transport connection of the station and key express bus stops to the south of the Forth Road Bridge are in really poor condition and are badly signposted. The routes are not obvious or easy to follow and significant improvement is required to encourage more interaction from visitors (as well as making life easier for residents). The old railway cuts a real barrier through the town and more work could be done to improve routes across and along it. In addition to the ones you've identified, (including the key upgrading of Jacobs Ladder), there could be a better ramped connection from the 30 Knots car park up to the old railway and connections from the Vat Run into King George V park amongst others. Project 6. Community Hub The Community Hub is on the whole welcome - but I have 2 key thoughts on these proposals: 1. The lack of adequate local health facilities is a major problem and should have been addressed in these proposals (even if on a different site - it is surely the KEY community function). The reported alternatives in Winchburgh or Western Edinburgh are not local by any stretch of any reasonable definition, and are clearly unacceptable for the town on anything other than an emergency temporary arrangement. The other point here is that it seems ironic to develop a building on the playing fields, whilst closing a building on the adjacent site and turning this into some kind of play park. Surely it would be better to retain the green space and reuse the brownfield land for any new building? Project 7. Bankhead Opportunity Area The Bankhead Opportunity area proposals seem directly contradictory to the Town Centre Consolidation. Why not encourage (or force) these uses into the existing underused facilities in the heart of the town - or redevelop them - before unnecessarily destroying green space with more low density sprawl at the perimeter of the town. Surely all these uses could help support proposals to redevelop the town centre before allowing further urban spread. Project 8. Town Centre Traffic Reduction: Whilst I completely support the idea of reduction of traffic in the town centre, of course this must be balanced against the need to get visitors in efficiently - and to allow appropriate access for those with mobility impairments. The forced routing of west-bound traffic along Station Road due to the one-way High Street arrangement needs significant further attention. Two-way busses, and parking along its length combine to make this road a particular bottle-neck - particularly at any school hours. If there was any way to alleviate this it would help circulation considerably. Consideration as to how to make it easier to exit the town to the west or north without having to travel round the congested Station Road loop would benefit residents and visitors alike. The proposals suggest reopening the eastern slip road - but why not the western one too? Surely this would double the benefit. Project 9: Queensferry West Once there is precedent for any sort of development to the South /West side of the A9000, there will be little opportunity to argue not to continue with this along the full length of the A9000. This feels like it would be a colossal mistake. My suggestion would be to omit this (and the Bankhead) area from the Place Plan completely and focus on the density and success of the town centre as it exists today before expanding to take over more green space unnecessarily. Project 10: Port Edgar I agree with proposals that Port Edgar could and should take on further development and enhancement - and be better connected to the town - and to the west. Couple of final points: The collection of buildings at the head of Hawes Pier are poor and a blight in the foreground of many pictures of Queensferry and the Forth Bridge. They could be significantly improved in character without detriment to their important functions. The recently installed and extremely inappropriate portakabin WC building could even be moved to a more appropriate facility and location in any redevelopment of the pier buildings. Another point missing from the Plan is the whole Vat Run green space. It cuts through west of the town and forms a barrier between Port Edgar and upper areas of the town and could be much better used (assuming its to remain - at least mostly - as a green space). Perhaps some limited development of certain areas of the overall space could fund other improvements and better connections to adjacent parts of the town. I hope you will consider these points in the final Plan prior to publication/formal launch. I'm happy to try to assist in any further elaboration or discussion of any of the above if any of this is of any interest. Hope these comments are helpful (even if slightly late).	
		3rd February