

QUEENSFERRY HIGH STREET PUBLIC CONSULTATION No 4.



Queensferry High Street historic environment is among the very best of small towns in Scotland. A successful mix of interdependent and cross-benefitting uses here, will establish it as one of the most attractive of urban environments. This will increase the both the number of visitors and its use by the town's residents.

The currently proposed improvements for the High Street are a key component but must be considered synergically with other aspects of improvement and not be viewed simply, as a design that achieves a limited number of direct objectives.

Probably the principal factor in achieving 'the best' is to provide a street design that establishes pedestrians as the dominant users. Vehicular traffic is 'the guest' in this environment. Such traffic should be able to pass respectfully through the High Street, but not quickly and the through route must not be convenient as a route through the town. Should road traffic legislation in itself or enforcement issues be insufficient to determine low vehicle speeds, then the nature of the design **must** ensure that can be achieved. **LOW VEHICLE SPEEDS ARE THE KEY TO A SUCCESSFUL HIGH STREET ENVIRONMENT.**

1. the paved surface must be visually dominant, signalling that it is primarily designed for pedestrians (The section at East Terrace is a prime example and the west entrance zone should ensure the visual dominance of paved surface),

2. The nature of the lightly defined vehicular carriageway along the High Street should avoid convenient straight stretches that too easily allow the build-up of speed **.

3. Close analysis of each section of the High Street is highly important – to maximise its usefulness and environmental quality and future potential.

NOTE: It is recognised that such determinants have been applied in evolving the currently proposed design and generally the design is commendable. The thrust of this submission is that these processes should be taken further via refinements, rather than any radical redesign. Such an exercise would make the difference between a significantly improved High Street environment and one that is successful at all levels and a catalyst for wider associated improvements.

4. Some possible refinements for discussion

**The parking spaces currently indicated on the north side of the street should be moved to the south side. Actual and perceived paved space to the shop frontages which happen to be on the sunny side should be as substantial as possible.*

***e.g. The section of carriageway from the west point of entry to Boathouse Steps is too long without having cross-paved sections such as that at the Steps. Perhaps consideration should be given for introducing cross-paved sections at the west point of entry and at the zone between the small greened space at Rosebery Hall and Orocco Pier. This would provide a very clear signal about low speed to drivers of vehicles.*

**** The south edge of the small ‘square’ at the Bellstane might be eased out in a gently curved manner, subject to the necessity of swept curves for turning vehicles. This small adjustment would give that space improved definition.*

5. Some typical additional factors that encourage good quality user experience

**Spaces to progress through pleasantly*

**Spaces to linger comfortably*

**Linkages to and progression through ‘ancillary’ spaces off the High Street.*

**Stretches of paving responsive to areas of significant ‘interactivity’ between frontage buildings and the street.*

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the heritage of Queensferry



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