

# **QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL**

## **Transport Report for August 2018**

- 1. Forth Replacement Crossing** – At last month's Forth Bridges Forum public meeting (Tuesday 31 July) presentations were made regarding progress with the Queensferry Crossing snagging and finishing tasks, Forth Road Bridge repairs and the Forth Bridge publicity associated with World Heritage. Some concerns were voiced by the public regarding unauthorised vehicles using the FRB and traffic management for the Queensferry Crossing. Prior to this QDCC reps met some of the Amey management team and heard about the challenges of maintaining the two structures and controlling traffic on the approach roads. A recurring theme in public opinion is that the town is increasingly being used as a short cut for traffic trying to avoid queues at the new bridge at times when there is congestion. There are also concerns regarding the speed of traffic on Builyeon Road and Bo'nness Road at times when traffic flows freely. We may be able to raise some of these issues with CEC's Executive Director of Place at an upcoming meeting in early September, perhaps with a view to discouraging car use locally.
- 2. High Street Resurfacing** – Ironside Farrer presented results from their second public consultation session earlier this month. On balance a majority favoured High Street refurbishment using setts rather than tarmac. However there was a fairly even split between pedestrianisation, one-way and two-way traffic approaches. The relative merits and disadvantages of each scheme are fairly well known, but given the lack of consensus from the public it was felt the next consultation session should develop all the possible solutions rather than concentrating on only one. The downside of this approach is the risk that it may protract the design phase.
- 3. Public Transport** – We met with a director from Lothian Buses on 26 July to receive a general update on the business and hear about any plans for local routes affecting Queensferry. As suspected, CEC's 63 service will soon be reviewed – there is little enthusiasm from Lothian to operate this service on a commercial basis and continuation by any operator will almost certainly depend on a CEC subsidy. Overall Lothian were reasonably satisfied with the 43. We'd received several requests from the public for additional evening journeys. While recognising some initiatives could be considered for future development of the service Lothian were cautious about committing additional resources in the near future and it appears few changes can be expected for a while. Furthermore, despite the Lothian Country brand being introduced to West Lothian from a base at Longstone or 'elsewhere', the intention is to continue operating the 43 service from the Central depot. This is quite good news because off-route depots can lead to significant reliability problems. Christmas and New Year schedules will be compiled shortly and Lothian accepted the New Year's Day service would require a significant enhancement in resource to cope with passenger demand for the Loony Dook. Unfortunately obtaining event timings sufficiently far in advance to arrange provision of various services (including things like TTROs and public toilet opening) is a familiar issue.

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