

## **QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL**

### **Transport Report for September 2018**

- 1. Traffic Survey** – CEC and Arup presented some initial results from the traffic survey which was conducted during June 2018. The exercise involved monitoring vehicles together with their number plates at around a dozen points across Queensferry and Kirkliston over a one week period (not coinciding with the Highland Show at Ingliston). From this data the patterns of traffic flow can be determined in broad terms of vehicle origin and destination. More data will become available as the analysis progresses, and if anyone wants to know traffic volume along a particular chain of roads just let me know and we can pass this on to CEC and Arup. As we hear a variety of comments (mostly negative) regarding the new bridge and diversionary routes being favoured by traffic, the data may be useful in providing evidence to quantify the claims
- 2. High Street Resurfacing** – Ironside Farrer will be holding another public consultation session on Monday 24 September. Engagement so far from the general public, nearby residents and local businesses has been quite encouraging and a few clear preferences are coming through in the responses. Ideas for road surface type, timing of construction, vehicle size/weight limits and parking restrictions are starting to take shape. However subjects like the direction of traffic (one or two way) and whether there should be pavements universally rather than shared space continue to divide opinion. We're approaching the point where decisions will need to be taken on these matters.
- 3. Public Transport** – We're due to meet with CEC's Public Transport Manager this coming Wednesday, which was arranged at rather short notice. A renewed framework agreement for Edinburgh's small number of supported bus services has now been drawn up and this coincides with a few routes falling due for consideration of their tenders. This includes service 63, which receives a subsidy of about £240,000 per year from CEC. If anyone has ideas for how this route could be run more usefully or efficiently please just say. In most cases CEC use software called Subsam (Supported Bus Service Assessment Module) to compare social value of different options. The software applies weightings according to each place visited along candidate routes, such as health/education centres, employment/unemployment, density of population, number of older people, and local social deprivation index. The biggest scoring factor is whether sustainable alternative modes already exist, which can have the result of passengers needing to change buses from a supported service onto the commercial network to complete a particular journey. CEC are hoping to engage more closely with West Lothian Council on cross-boundary routes, which are a particular issue in Queensferry, and recognise the difficulties with access to St John's Hospital.

Grant Sangster  
Transport Sub-Committee Convenor  
23 September 2018