

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for October 2018

- 1. Traffic Survey** – Further progress has been made with the traffic model being developed by Arup based on movement data taken earlier this year. The idea is to illustrate traffic volumes and routes taken by vehicles since the new bridge opened in 2017 and a number of housing developments were completed across Queensferry, Kirkliston and Winchburgh. Various claims have been made by communities regarding traffic flow and road safety across the Almond ward and a hope is that this independent study will provide evidence to implement appropriate design solutions where required. Examples of these claims within Queensferry might be the recent campaigns for road safety improvements at Bo'ness Road, Ferry Muir Road, Rosshill Terrace and The Loan. More recently, the development at Ferrymuir Gait has attracted claims about traffic volume on Kirkliston Rd and perhaps these could be either supported or disproved by the study.
- 2. High Street Resurfacing** – Ironside Farrer held their third public consultation session towards the end of September in Orocco Pier. Following this they ran an online survey to collect opinions for a further three weeks. Apparently the session was very busy and a diverse range of views were received. Technical proposals will now be developed further and input sought from utility companies, retailers and other groups requiring specialist access. The final design is expected to be available early in 2019.
- 3. Public Transport** – Diane and I met CEC's Public Transport Manager at the beginning of October. We discussed the mechanisms for supported bus services, such as framework agreements, and spoke about prospects for the 63 service which may require a new contract placed within the next few months. It is highly unlikely that any operator would wish to run a route like the 63 on a commercial basis. There is political demand for a bus service linking Kirkliston to Dalmeny Station and also re-establishment of a connection between Balerno and South Gyle. It is possible that features could be included in the new 63 contract to assist with these aims, although from a Queensferry perspective we'd be keen to ensure the core service is not diluted. Instability of the West Lothian network associated with the expansion of Lothian Country has presented problems for WLC and affects CEC's cross-border subsidised routes too. The complex issue of subsidising public transport to St John's Hospital has therefore become even more difficult. However an idea might be to divert funding away from hospitals such as the Western and Royal to help bus services to St John's. We were assured that CEC maintain an interest in the performance of the 43 route. As an entirely commercial operation with a marginal financial history there is a persistent risk that the service could be withdrawn at 10 weeks' notice, which might present CEC with a budget challenge.

Grant Sangster
Transport Sub-Committee Convenor
21 October 2018