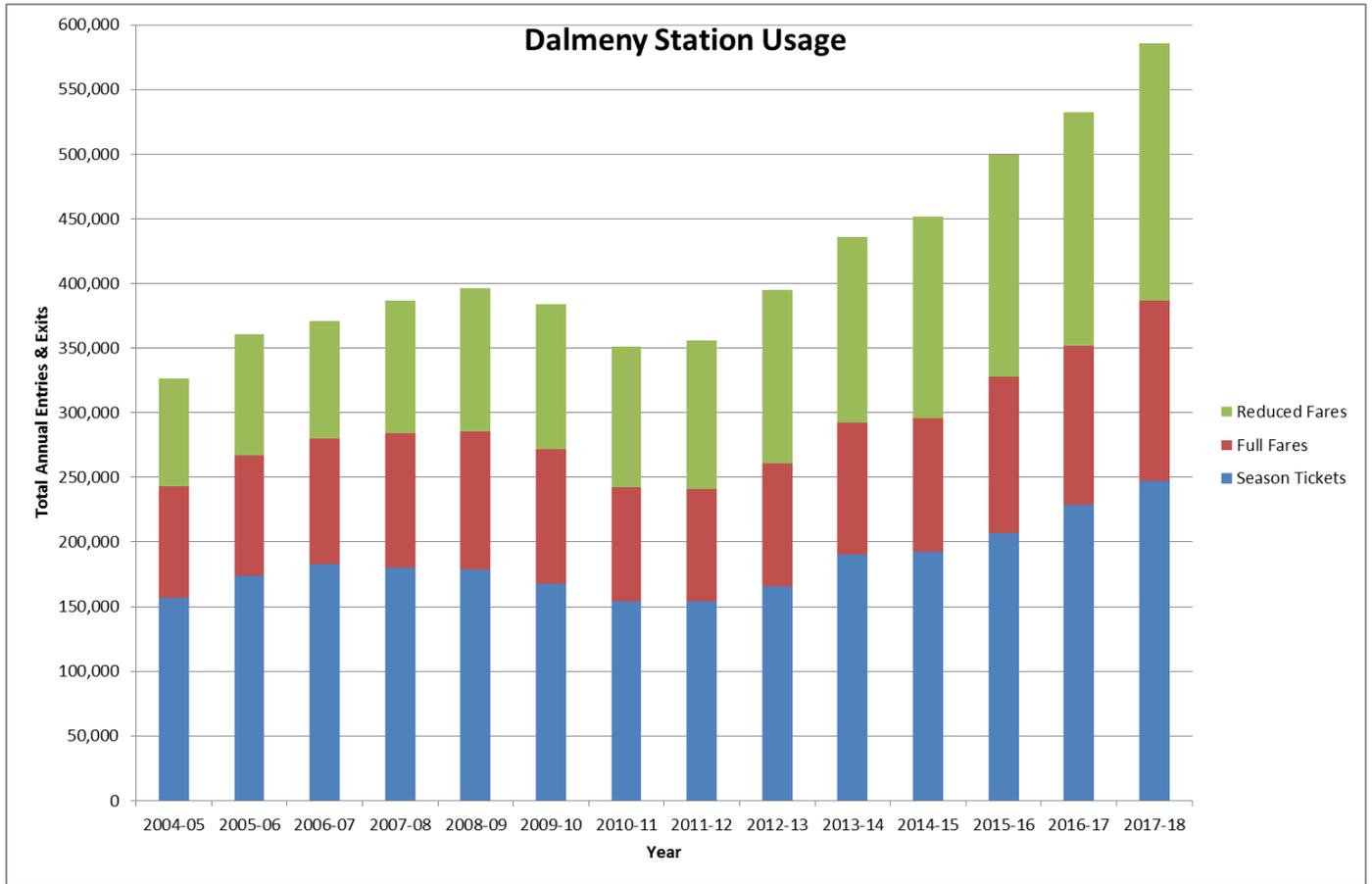


QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for January 2019

- 1. Traffic Survey** – Around the beginning of December, Arup gave a presentation outlining the capabilities of the software which they are using to analyse the data collected on traffic movements in June 2018. Some examples were demonstrated on how volumes taking particular routes at certain times through the area can be tracked. While it's still early days, we got the impression that the data will show the amount of 'rat-running' traffic arising from outside Queensferry (avoiding the trunk routes) is not especially high. As there is public perception to the contrary, the survey may face credibility issues. Difficult decisions on whether to discourage or accommodate a car dependency culture in new infrastructure were highlighted. A few ideas for changes to Kirkliston crossroads and Builyeon Road arose through the discussion, although these were quite speculative and unlikely to satisfy everyone.
- 2. High Street Resurfacing** – Ironside Farrer are expected to produce further detailed proposals for the High Street within the next few weeks, reflecting feedback received from both the session in Orocco Pier and also negotiations with various stakeholders within CEC departments (Road Safety, Active Travel, Waste Collection, Street Lighting etc). A public event is anticipated at some point in February.
- 3. Parking at Burdock Road** – We returned some comments on the proposals for parking restrictions around Burdock Road (mostly proposing extensions into the surrounding streets to discourage displacement parking) and generally CEC seemed in agreement with these points. However we haven't heard anything back yet regarding any changes or a likely timescale for formal promotion.
- 4. Public Transport** – Nothing back yet from CEC as regards the contract for the 63 bus route, which may be modified later this year to accommodate a variety of requests from the public and elected members. There were a few observations received regarding wayside publicity for some bus services, both the mainstream and obscure. Norman has championed this matter, which can be deceptively complex. The 43 bus on New Year's Day withstood the Loony Dook crowds better this year as the resource level was considerably strengthened. However some journeys ran late or were fully loaded. The Fife Circle train service suffered quite badly from ScotRail's driver training and rolling stock issues over the past couple of months. Many prospective passengers have been left disappointed by cancellations and short formations leading to delays and crowding. Alleviation measures have involved stopping express trains at Dalmeny and laying on rail replacement buses. Hopefully the situation will continue to improve, with the long-awaited capacity increase and more regular timetable being realised later in the year. In December, ORR released station usage statistics. Despite criticism of the rail service, the graph below illustrates that Dalmeny has experienced much faster passenger growth than the national trend (at about 50% over the past 5 years compared to [15% across the network](#)).



Grant Sangster
 Transport Sub-Committee Convenor
 24 January 2019