

## **QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL**

### **Transport Report for February 2019**

- 1. Traffic Survey** – No reports recently from Arup with regard to the traffic monitoring carried out in the middle of 2018.
- 2. High Street Resurfacing** – A public event from Ironside Farrer together with a local 'stakeholder' meeting was anticipated at some point in February, however we haven't heard anything this month. At the most recent update there was some engagement about to take place with various service providers (lighting, traffic orders, utilities etc), so it is imaginable that negotiations could be taking a bit longer than expected. We've had some correspondence recently from local residents asking about the plans for control of traffic movements and offering a few suggestions.
- 3. Forth Bridges Forum Public Meeting** – The next meeting will be held on Tuesday 19 March in the Contact & Education Centre beginning at 7pm. The agenda includes contributions from Transport Scotland, Amey, Historic Environment Scotland and Network Rail. There will be an opportunity for the audience to raise questions too. Hopefully we'll hear about some Queensferry Crossing subjects such as delays to the introduction of ITS and progress/nature of the architectural lighting. The request made by QDCC in November to Transport Scotland's dedicated enquiry email address regarding a first anniversary review of traffic patterns has gone unanswered.
- 4. Public Transport** – We've been in touch with CEC regarding prospects for the 63 bus contract, and expect to receive a detailed response fairly soon. The tender would normally be offered every 3-4 years but the contract is now being renewed at monthly intervals following expiry of the formal arrangement about a year ago. A variety of ideas for changes have been put forward by the public and elected members. Some further observations have been received regarding wayside publicity for bus services and these have been passed to CEC for action. The Fife Circle train service has generally seen fewer cancellations and short-formations over the past few weeks than witnessed in December and early January. The main regular issue is the 07:58 towards Edinburgh which is usually formed of fewer carriages. This is mitigated by stopping the following semi-fast service from Aberdeen at Dalmeny at 08:02, but this journey doesn't call at Gateway or S Gyle meaning some passengers need to change at Haymarket, wait for the next train or make alternative arrangements. There's been some political concern regarding stop skipping, and a recent FOI request showed Dalmeny suffered 74 journeys in 2018 which ran through without stopping in order to make up time. It ranks as one of the highest totals in Scotland outside Glasgow. However there are over 35,000 trains scheduled to stop at Dalmeny in a year, therefore it may not be the common practice that people perceive.
- 5. Road Closures at Hopetoun** – Two roads on the estate (Crawstane Rd and Galascrook Rd) are being closed to vehicles within the next few months due to excessive casual use by the public. The plan is to use gates which could be opened as required for planned events or emergency access, but the design has not yet been finalised. The roads will remain available to pedestrian, cyclist and equestrian use. A map highlighting proposed gate locations can be downloaded [here](#).

Grant Sangster  
Transport Sub-Committee Convenor  
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