

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for March 2019

- 1. Traffic Survey** – No formal reports recently from Arup with regard to the traffic monitoring carried out in the middle of 2018. However on the specific point of displacement impact arising from possible High Street traffic orders, we received assurances that Arup's data on traffic movements is being used. This analysis should be available at the session mentioned below.
- 2. High Street Resurfacing** – Along with the ward councillors, we met with Ironside Farrer and CEC representatives on 21 March to hear about progress with the resurfacing project. There have been a few delays while further-reaching possibilities were explored with a number of stakeholders. A detailed proposal has now been drawn up which will be displayed to the public for comment at an event next month. As the plan has become rather more ambitious than re-laying existing setts, a larger budget is necessary, with build disruption and delivery timescale becoming longer. Complexities of traffic orders and their potential to attract objections could also extend the project. The public consultation event is scheduled for the week commencing 29 April. A venue is still to be arranged, but it is hoped to use a site on the High Street itself.
- 3. Forth Bridges Forum Public Meeting** – Graeme and I attended the meeting on 19 March, which again drew quite a large audience. Topics included detail of refurbishment work being carried out on the Forth Road Bridge carriageway, corrosion of the main cables, and walkway replacement. The Forth Bridge walk experience was reported as still being a 'live' prospect, despite being delayed significantly by organisational changes within Network Rail. The initiative still involves creating a staircase on the eastern (less often photographed) wall of a southern pier, next to the cantilever. There are plans for a similar staircase access on the north side, but this is associated with maintenance access. Most questions from the floor surrounded operation of the Queensferry Crossing and reflected dissatisfaction about lack of FCBC contact with the public, road capacity, and traffic management. A number of road signs showing Forth Road Bridge text were identified, with funding for replacement being queried. Low height lighting (installed for aesthetic purposes) next to the carriageway was discussed, along with the intensity of architectural lighting of the structure. Forth Bridge lighting is becoming quite a conspicuous expense for Network Rail, and reaching the end of its life with only about 20% functionality remaining. Network Rail hope to reach a decision soon on replacement.
- 4. Public Transport** – As promised, we received a response from CEC regarding the 63 bus contract, but it was only to say that the situation remains under review. The delay is mainly driven by issues in the Pentland ward, where there have been demands for re-establishment of particular links. The budget for supported services in rural areas is being increased this year. Some wayside publicity previously identified as being missing around Queensferry has now been replaced. We received a response from ScotRail apologising for the various rail shortfalls over the past few months. They say that driver training on new electric trains should be complete by the beginning of April, however it will persist on the cascaded HST stock for several months. Due to reliability issues with the new HSTs, introductions planned from May 2019 will be postponed, therefore full cascading of class 170 or 158 stock onto the Fife Circle (ie extra carriages on top of the 2018 baseline) won't be visible until the end of 2019. Also, the anticipated 2019 timetable recast has been deferred until Transport Scotland provide clarity on Levenmouth and whether Talgo's Longannet facility will support the HS2 programme.