

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for August 2019

- 1. High Street Resurfacing** – Another steering group meeting was held on 22 August, at which Ironside Farrer and CEC presented much more detail on the High Street surface design. It now seems possible and within budget to extend a setted surface into Hopetoun Road, around the Priory Church, while still retaining setts around the Sealscraig area. After taking account of existing material condition and potential for reuse, it was felt that moving towards a predominantly granite design would be preferable, rather than the previous sandstone. This might tend to change the street character towards something a bit cleaner or harsher than we have at the moment, but is more cost effective, slightly better performing and more resilient. As with the present layout, the road will be raised in sections so that it meets the pavement height. However more of the road length will be of this nature (rather than just pinch points) and these will be separated by contrasting kerbs and ramps. Bollards will generally just be used at gateways of raised sections to designate the shared space rather than for full segregation. A proposal for the Boathouse steps has been included in the plan, although responsibility for terrace railings remains uncertain. Project phasing was proposed as longer closures of larger sections due to logistics of materials storage and movements. A phase split between the mostly residential east side and mostly commercial west side was suggested. However Kirsten would canvass preferences among local businesses. The first stage would be creation of a turning area near the Hawes car park to support closures when necessary, in fact this might be done prior to the contract award. Diversion routes during closure periods were discussed, and data presented for June 2018 traffic volume and mix on the High Street and Station Road. Data from Arup's monitoring suggested 1-2 HGVs per hour, and a bus every 1-2 hours each way on the High Street. A view was expressed that such traffic should not be allowed to divert onto Station Road as it is already saturated with a quoted load of 2-3 HGVs and 4-8 buses per hour, although these figures were disputed by residents. CEC are seeking suggestions for permanent restrictions on the refurbished street. An initial proposal was to allow vehicles over 7.5t weight and 8m length within a five hour window of 6am - 11am only, applying every day. The programme was considered as being on track for commitment within the 2019/20 financial year, although the bid review and award period might stretch depending on feedback and complexity. At this point it appears possible to award tenders around the end of 2019 for starting early in 2020.
- 2. SGN Pipe Replacement** – A number of gas supply pipes around Queensferry are due for renewal until the end of this year. The work is expected to lead to various temporary road closures around The Loan, Kirkliston Road, Loch Road, Burgess Road and Station Road. Although plans have been developed over the past few months and TTROs are starting to come through, the information on closures, diversions and schedule still isn't very clear. Hopefully we will learn more this Monday evening when a representative from SGN will visit QDCC to offer information and answer questions.

Grant Sangster
Transport Sub-Committee Convenor
24 August 2019