

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for September 2019

- 1. High Street Resurfacing** – CEC and Ironside Farrer have held a couple of further meetings within the past month, with local business and Heritage Trust reps. These are unlikely to affect the overall aims of the project, but could influence some of the detailed implementation. The resurfacing is anticipated to occur over the next QDCC session.
- 2. Forth Bridges Forum Public Meeting** – Transport Scotland held the latest in their series of meetings which usually present updates on the Queensferry Crossing, Forth Road Bridge and World Heritage Site. However nobody from QDCC was able to go along on this occasion. As detailed plans for the Forth Bridge Experience bridge walk have now been submitted (a familiar topic at these meetings), some comments from nearby residents might be expected. Understanding the implications of this proposed attraction could take up quite a lot of QDCC's time in the new session.
- 3. SGN Pipe Replacement** – The gas pipe replacement scheme discussed at last month's meeting is now underway, with the first phase (beneath Kirkliston Road) complete. Some disruption was experienced with the initial closure of Kirkliston Road meaning that traffic was diverted around Queensferry Primary School. This was subsequently replaced with a closure of the upper section of The Loan and Station Road, affecting a few bus stops around the health centre, shops and High Street areas. While most people have been able to navigate around the various traffic management measures, there's a general feeling that the closures, diversions and parking restrictions could be communicated more clearly. This would ensure that affected residents can predict the difficulties they are likely to face and plan accordingly. An example of parking restrictions was highlighted by Laura, where a rather vague TTRO to restrict parking on Stewart Terrace is being largely ignored by residents because they don't properly understand the importance of keeping this diversion route road clear. Furthermore the signs and cones indicating restrictions aren't very conspicuous, perhaps because drivers have moved them around. I passed Laura's observations about Stewart Terrace to CEC and Lothian Buses, but vehicles on the diversion continue to have difficulties due to inconsiderately parked cars.
- 4. Burdock Road Parking Issues** – There has been further correspondence with CEC regarding on the familiar issue of cars parking at the bends of Burdock Road, making it impossible for drivers to see vehicles approaching in the opposite direction. The road can sometimes become especially narrow which could make access difficult for service vehicles. CEC expect to promote restrictions here in 2020. There is some anecdotal evidence that station users are being forced out of the main car park due to contractors working on QHS occupying the main car park from early in the morning. We do know that local residents are 'abusing' the station car park extensions, which could also create some commuter displacement.
- 5. Public Transport** – Lothian Country now appear to have executed their plan to transfer the 43 bus depot from Central to Livingston. This could have a damaging effect on resource availability because the depot is now quite remote from the route, so it's worth watching for any consistent issues arising and we can raise them at our next meeting. We still haven't heard back from CEC regarding the 63 bus contract, which is quite long overdue for renewal. These ongoing issues should be taken forward in the new QDCC session.

Grant Sangster
Transport Sub-Committee Convenor
21 September 2019