

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for November 2019

- 1. Membership** – Following the community council election, membership of the sub-committee was confirmed as Graeme, Laura, Diane and Andy M. However if anyone else wishes to join in any time, make suggestions or point out any local issues, there's no need to hesitate. The election period tended to interrupt some of the ongoing business and made it rather awkward to pick up new items when there was uncertainty about who would be an appropriate point of contact for future. Hopefully things will settle now that there is more confidence.
- 2. High Street Resurfacing** – CEC and Ironside Farrer have continued discussions with the community as the project phasing is beginning to take shape. The High Street work is likely to become quite visible in 2020 and a number of factors such as access during closures, turning points and events will need to be taken into consideration as the resurfacing progresses. There is potentially quite a lot of QDCC involvement here over the coming year or two.
- 3. SGN Pipe Replacement** – With the worst of utility disruptions now behind us, there's a general feeling that communication between SGN and the community could have been a bit better. Familiar difficulties were that project requirements and timescales were hard to assess remotely and only became clear as work progressed. Transitions of road occupation (with the associated diversion signage and information on bus routes) were awkward to manage too, perhaps not helped by the fact that these often took place around 8am. These are all quite common with roadworks regardless of location and aren't unique to CEC or Queensferry. Obtaining a more disciplined structure around timings and diversions would obviously result in roads being closed unnecessarily and more expense. Perhaps the lessons we can learn are simply to have closer involvement in utility proposal details – this might be a frustratingly passive role as there could be a reluctance on the part of a provider to voluntarily engage with a body that may become obstructive to them.
- 4. Planning Support** – Amongst other applications, quite a lot of time has been spent looking at the Forth Bridge Experience impact on Queensferry's transport network. The number of visitors and estimates of car use stated in the application have been questioned, but obviously it is difficult to know exactly how each participant and their friends/family will arrive. On nearly all days it seems there is adequate car parking capacity in Queensferry to accommodate overspill from the attraction (exceptions may be on weekday liner visits, where participants unable to obtain a space within the site may need to park further away). Train and bus capacity is also adequate at operating times, as participants are mostly travelling against the peak flows. Improvements to the path network facilitate convenient sustainable access, and offer greater amenity for the wider community. Main transport concerns for the development surrounded the single track entrance road and barrier proposal.
- 5. Public Transport** – On the buses, anecdotally there have been a few issues with the change in depot location and introduction of new timetable for the 43 bus service. If difficulties persist we can raise these with Lothian in the new year. Contract position for the (subsidised) 63 service is a piece of business left over from the previous session which we can raise with CEC. Christmas & New Year bus schedules released recently are roughly in line with expectations, with further capacity enhancement this year to protect the 43 service from Loony Dook visitors. On trains, plans should be taking shape for increased Fife Circle carriage capacity, now that rollout of electric and HSTs on longer distance routes has progressed further. Again, this can be pursued in 2020. Edinburgh Airport have re-started a proposal for airspace change, which involves using different flight paths.