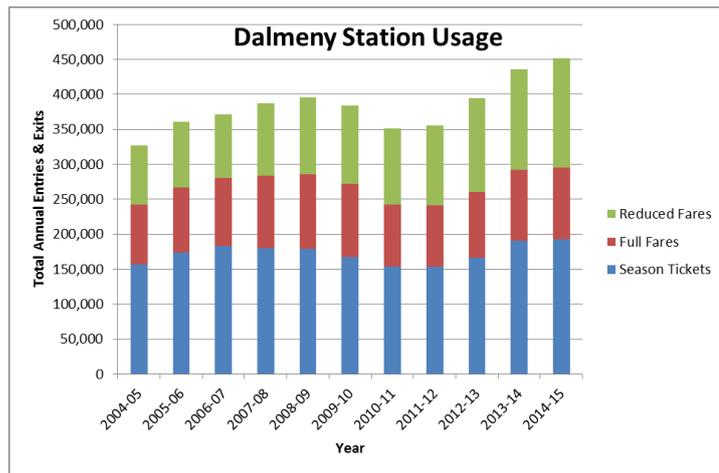


QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for January 2015

Highlights from the QDCC Transport Sub-Committee over the past month are listed below

- 1. Forth Replacement Crossing** – Some activities around the area where the new road meets the existing A90 were accelerated during the Forth Road Bridge closure, and traffic is now using a temporary arrangement. The section covered by average speed cameras now extends into Queensferry. Routing of a path from the Springfield area (likely to run through an area identified for housing in future) has been raised several times with CEC and they will arrange a meeting to identify possible routes.
- 2. Forth Road Bridge** – Closure of the bridge for just under three weeks in December identified some vulnerabilities in Queensferry's transport organisation. In preference to using the road diversion route via Kincardine many people chose to take the train, resulting in difficulties with parked vehicles around Dalmeny Station and overcrowding on some train services. Problems with capacity on trains between Fife and Edinburgh were predicted and there are long-term proposals to increase capacity and frequency over the next few decades. However there seemed no serious advance consideration given to how passengers would arrive at Dalmeny and measures such as parking restrictions or the shuttle bus seemed reactive to events rather than planned as part of the Government-led multi-agency response. QDCC were party to CEC's shuttle bus initiative and received a few emails from Lindsay or the West Team but otherwise we just found information from various sources on the internet. Terry raised this matter with our constituency MSP.
- 3. Forth Bridges Forum** – The quarterly public meeting planned for Thursday 10 December was cancelled due to Forth Road Bridge closure. At a previous meeting QDCC had highlighted the issue with communicating bus stop closures on the A90 at Dalmeny, and Transport Scotland gave an assurance this would improve. However another unadvertised week-long closure was in force at the time of the cancelled meeting.
- 4. Public Transport** – CEC subsidised the 'social need' Christmas and New Year bus services for Queensferry through Stagecoach on the same basis as last year. Timekeeping and crowding issues were apparent on New Year's Day. The ORR's annual passenger usage figures for Dalmeny Station were released last month, for the year ending March 2015. Data for the past 11 years is shown in the graph below. Network Rail's draft Scotland Route Study, with ideas for rail development projects over the next 30 years, was released for a consultation period ending 10 March 2016 and is linked [here](#). Major projects affecting our area or services might be the Almond Chord, the Dunfermline Bypass and electrification to Dundee/Aberdeen.



5. **High Street Resurfacing** – Along with Keith, I attended the QIG meeting on Friday 4 December. A representative from WSP gave a presentation on their experience of design and construction of roads in Kirkwall’s town centre. The process choices and project management options for Queensferry High Street were discussed. While CEC stated their commitment to resurfacing in the 2016-17 financial year, no design aims, outline plan or public consultation has yet been forthcoming.

6. **Lovers Lane Stopping Up Order** – As mentioned in Diane’s Planning Report, QDCC submitted a statement supporting CEC’s intention to redirect an unlit 2m wide section of path from the backland of Sommerville Gardens to a paved, 5m wide, street-lit, traffic-free and frontage-visible route along Killiecrankies Path.

Grant Sangster
 Transport Sub-Committee Convenor
 22 January 2016