

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for April 2017

1. **Forth Replacement Crossing** – Transport Scotland informed us that opening of the new bridge has been further delayed by adverse weather. Rather than opening in May, the anticipated date is now mid-July to end-August, although this remains subject to conditions, as some remaining activities can no longer be re-shuffled to suit the weather. An apology was received for closing the B800 in March at times outside those authorised by CEC's TTRO
2. **Car at Hawthorn Bank** – A local resident raised a query with QDCC concerning a vehicle which did not possess valid tax or MOT certificate and had been parked in Hawthorn Bank for several months. On checking with the police it appears the car is still owned and remains insured, therefore they would not take the matter further unless the vehicle was observed being driven. However the DVLA are aware of the absence of tax and may arrange removal at their discretion
3. **Burnshot Flyover** – Closures of the A90 below the flyover have been advertised by CEC through TTROs, but content of the notices can sometimes be confusing or incorrect. Keith and Terry have corresponded with the ward councillors on the accuracy and distribution of TTROs. The issue seems to affect the wider Almond ward as a minimum and isn't confined to Queensferry
4. **Edinburgh Airport Airspace Change Programme** – Myself and David attended the drop-in session at Rosebery Hall on Thursday 6 April and spoke to Edinburgh Airport reps and also members of the Edinburgh Airport Watch campaign group. QDCC has not yet provided a response to the consultation, which needs to be sent by 30 April. A response involves stating whether you agree or disagree with each of the preferred flight paths and also rating the other viable flight paths serving particular envelopes. There are opportunities to explain answers and provide other comments along with completing equality monitoring questions. More information is available at www.letsstofurther.com/consultation-material. The objectives of the ACP are to exploit RNAV navigation to maximise operational benefits and minimise overall community impact. Observations regarding the morality of air travel or other factors pertaining to Edinburgh Airport are unlikely to be taken as valid responses to the consultation itself, but could be raised with the CAA, Scottish or UK Governments at any time. City of Edinburgh Council Planning Committee have discussed a response paper, available [here](#). As a starting point, I suggest that QDCC supports CEC's hybrid proposal for path D, or at least supports path D1 which overflies Hopetoun Estate rather than Echline Corner. It's also worth noting that the consultation document is misleading in paragraphs 8.2 and 8.3 where it suggests that areas of known future development have been considered when determining preferred routes. Edinburgh Airport admits that council input from emerging or adopted local development plans remains permissible at this consultation stage. We could suggest alternatives to path E6 so that areas of Fife continue to be overflown, but note that dispersal and vectoring will mitigate effects of E6 on South Queensferry to an extent
5. **Public Transport – Buses.** In respect of Stagecoach's intention to withdraw services 40/A/B and 55A from 5 June, I attended a meeting with CEC's Transport & Environment convenor on 20 April, along with Keith and Terry. Apparently a recent study by one bus company suggested routes linking Queensferry town and Edinburgh City Centre might support commercially-viable services of some kind. To date QDCC hasn't had official confirmation of any service registration or Stagecoach cancellation. **Trains.** There has been further discussion regarding provision of enhanced cycle storage at Dalmeny Station, with the possibility of a site meeting being arranged through Cllr Work. Nothing back yet from QHS regarding artwork at the station, therefore I suggest we alert other community groups to the opportunity