

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for May 2017

- 1. Forth Replacement Crossing** – On Tuesday 25 April, Keith, Graeme, Diane and I attended the Forth Bridges Forum public meeting. Presentations were given by Historic Environment Scotland, Amey, Transport Scotland and Network Rail. There was an impressive turnout from the public who were especially eager to hear of progress on the new bridge, opening celebration events and arrangements for traffic once it is open.
- 2. ANP Transport Sub-Group** – I chaired the quarterly meeting on Wednesday 17 May. Items of interest to Queensferry were an update on High Street resurfacing and the Burnshot flyover repair. High Street resurfacing is presently estimated to take place in the winter of 2017-18. While assessment and design tasks for the Burnshot bridge are likely in 2017-18, replacement will probably not happen until the following financial year. An alternative pedestrian and cyclist route was being urgently pursued due to a recently-introduced complete closure of the bridge. Budget for road repairs has been increased latterly and more white lining should be possible too. I asked about lines to indicate traffic priority at the junction of High Street, The Loan and Hopetoun Road, as there are no signs and the lines have disappeared, leading to some conflict. A site meeting to discuss locations for the new bike storage facility at Dalmeny Station is expected to be arranged shortly. A Scottish Greens paper suggesting default 20mph speed limits on all roads across Scotland was discussed, in the light of our experience in West Edinburgh. Generally the group felt CEC's approach (which is more expensive due to the need for paperwork and signage) was preferable to the Greens' proposal.
- 3. Edinburgh Airport Airspace Change Programme** – As discussed at last month's meeting, a QDCC response was submitted as part of Edinburgh Airport's consultation on flight paths. This was critical of path D0 due to the number of existing and new houses which would be overflowed, and preferred either D1 or a hybrid between D1 and D0 for the D envelope, following D1 around Winchburgh but D0 over the Forth estuary. A neutral position was adopted for arrivals over Craigiehall, as the offset arrangement that CBCC suggested does not help Queensferry when the runway is so nearby. Points arising from the Edinburgh Airport Watch meeting with various community councils were reflected in the QDCC submission (demanding restrictions on night flights, questioning the quality of the consultation document and pointing out the absence of a case being made for any changes). A copy of a letter was also received from the chair of Queensferry Heritage Trust requesting a comprehensive environmental impact study should take place against route D0 because it was missed from the original 2016 D envelope.
- 4. Traffic Regulation Orders** – Following the appearance of double yellow lines on Shore Road, we had some correspondence with residents who felt there had been insufficient opportunity for objection. Although QDCC had knowledge of an intention to introduce restrictions, it appears the lines were painted without the appropriate notification process being followed. We'd been given assurance recently that QDCC would be kept informed, so this is rather disappointing. In general, CEC's TTRO and TRO procedures are considered unsatisfactory and the NW Locality Environment Manager is aware of room for improvement.
- 5. Public Transport** – Changes to the bus service linking Queensferry to Edinburgh city centre have progressed roughly in line with discussions and speculation at April's meeting. Stagecoach have now cancelled their 40/A/B offering. Lothian Buses themselves registered a 43/X43 service at short notice, but this will be operated through a different company called Lothian Country, charging higher fares than the parent operator. Rather than the feared gap in service, there will be an overlap on Sunday 4 June. More information is available on the company's website.