

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for September 2017

- 1. Forth Replacement Crossing** – Along with Keith, I attended the FRC Community Forum on Wednesday 13 September. Traffic arrangements following opening of the new bridge were received favourably by most community councils attending the forum and it seemed like Queensferry & District were a lone voice in criticising present traffic management. We raised the subjects identified by Laura on the first night and also many of those mentioned by Alex Cole-Hamilton at Holyrood. Despite safety barriers being incomplete, cabling for the ITS remaining unlaid and bus lanes closed, Transport Scotland felt the bridge had not been opened prematurely. Traffic is expected to stabilise after a 'bedding-in' period and once the ITS is introduced along with re-opening of the Forth Road Bridge in around 8 weeks. Nevertheless they will consider taking action to address residual issues with traffic lights or junctions becoming blocked. Events surrounding the opening ceremony were appreciated by most participants, although a general feeling of exclusion seems to pervade the Queensferry community.
- 2. Ferry Muir Road Crossing** – Kevin has passed this to a traffic engineer in CEC to look at the possibilities for installing a pedestrian crossing of Ferry Muir Road near the Tesco service entrance.
- 3. Loch Road** – David highlighted carriageway failures on the steep part of Loch Road between Morison Gardens and Stewart Terrace. CEC have not adopted this stretch and there's speculation it belongs to St Margaret's Church. We can pursue this if CEC (or anyone else) can establish with some certainty where responsibility lies.
- 4. Bo'ness Road** – A number of local people have signed a petition relating to pedestrian safety on Bo'ness Road, focusing on the section outside Echline Primary School. This gained quite a high profile through various media outlets. The issue is familiar in that the street design gives an appearance of a road where drivers can regularly travel quickly. Traffic volume, speed and mix following opening of the new bridge is reported anecdotally as being much higher and involving many more HGVs. Steps previously taken by CEC involved establishing a narrowed crossing point, painting 'Slow' on the road twice on each side of the crossing and introducing a 20mph speed limit operating at school bell times. The petition calls for an extension of current speed limits, additional signs, introduction of traffic calming and safe crossing points. While we've previously met the crossing guide and CEC's 20mph team on this subject, QDCC hasn't discussed the area with the petitioners yet.
- 5. Burgess Road** – Although it wasn't possible to arrange a meeting, the chair of QPS parent council and myself talked through the various road safety issues and possible alleviations around Burgess Road, Station Road and Rosebery Avenue at school bell times. CEC have now released drawings showing their proposed parking restrictions and dropped kerbs around the school, which are aimed at discouraging some types of driver behaviour identified as leading to potentially dangerous situations.
- 6. Airspace Change Programme** – The CAA postponed their review of the new flightpath proposals. Press reports linked the suspension to objections from communities against the plans, but there doesn't seem much evidence relating these. The CAA require further information from air traffic control and also wish to examine an approach path near Cramond more carefully. Edinburgh Airport are holding an explanatory session on Tuesday 26 September in advance of publishing their Rationale Report, which I plan to attend.