

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for October 2017

- 1. Forth Replacement Crossing** – No further communications from the FRC team this month, other than routine traffic management updates. Anecdotally there has been little change in the length of queues on the northbound approach to the new bridge, although we are still within the period (until the end of November) that Transport Scotland said should be allowed for improvements to be seen. These improvements involve re-opening the Forth Road Bridge to buses/taxis, lifting the 40mph speed limit and introducing the ITS. Concerns have been voiced locally that traffic within Queensferry has greatly risen since the new bridge opened in September, with a particularly sharp increase in the number of HGVs using Bo'ness Road near Echline Primary School. This risk increases as congestion continues on the trunk roads. Some bus routes are now using the southbound carriageway of the Forth Road Bridge. Prior to this change we had some correspondence with members of the public and Stagecoach regarding which bus stops should be served at the south end of the Forth Road Bridge, as passengers waiting at either stop would see vehicles for both north and south destinations. Conventionally, northbound buses would omit the southbound stop and vice versa.
- 2. Ferry Muir Road Crossing** – No update this month.
- 3. Loch Road** – Kevin has established that responsibility for the poorly-maintained section of Loch Road between Morison Gardens and Stewart Terrace lies with Hopetoun, who will carry out repairs by the end of 2017. A worrying aspect is why Hopetoun allowed the surface to deteriorate over a number of years and become the 'worst road in Edinburgh'. It's worth asking what inspection regimes are carried out by owners of unadopted roads.
- 4. Public Transport** – A QDCC meeting with Lothian Buses will take place on Wednesday 1 November, starting at 7.30pm. If anyone wishes to attend or wants points raised in their absence, just say. The familiar issue of train passenger growth and car parking around Dalmeny Station has been reported separately by Kevin & Louise. There is quite an extensive history to the issues of sustainable access together with capacities of both train carriages and the car park at Dalmeny.
- 5. Traffic Orders** – The proposed parking restrictions around Burgess Road mentioned last month have not yet been formalised into a traffic order. However as reported by Kevin & Louise, the old Shore Road parking restriction proposals are now being promoted formally by CEC.
- 6. Airspace Change Programme** – Edinburgh Airport recently publicised their finalised proposals which were also submitted to the CAA. The new D0 route which caused most controversy for residents in the western part of Queensferry has been retained unmodified. However the path will be restricted to operation from 6am to 10am and support jet aircraft only. Under south-westerly winds (the most common), estimates suggest D0 will be used by 11 departures per active day by 2024, rather than the initially-anticipated 40 daily departures. The 'up-estuary' E6 proposal has been changed to E7 which takes flights slightly further from Queensferry on take-off but still about 1km further south than an existing heavily-used equivalent path. E7 would be used much more intensively than D0 but when wind is from the north-east (about 20% of days). Although still restricted to jet aircraft only, operation would be between 6am and 11pm. Roughly 111 departures per active day are anticipated by 2024, although these would be dispersed through vectoring and nearly all those above Queensferry would clear by over 7000ft. The number constitutes roughly half of all daily departures from Edinburgh.