

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for November 2017

1. **Forth Replacement Crossing** – The next FRC Community Forum will be held on Wednesday 29 November. The only items being raised by neighbouring community councils are unnecessary external lighting on the Contact & Education Centre and failure of cyclists on the Forth Road Bridge to dismount when passing obstructions. No Queensferry resident groups have identified any issues for inclusion on the agenda. However we continue to hear from people in Queensferry and Kirkliston that traffic flows have changed significantly, with speeding and long delays being experienced. Some observations, such as queuing on the B924 slip onto the A90 may also be affected by closure of the Burnshot flyover. We've previously asked for monitoring data to be made public more regularly than the routine annual updates. There is quite a lot of historical data already available from counters on Hawes Brae and Burnshot Road. The recent increase in speed limit from 40 to 50mph appears to have eased the northbound afternoon/evening queues, although this may risk allowing a greater volume of morning southbound traffic from Fife to gain access onto the A90 towards the Scotstoun junction. Once introduced, the ITS system should provide further traffic smoothing, but it isn't clear if this will increase the attractiveness of cross-Forth car journeys.
2. **Ferry Muir Road Crossing** – No update this month.
3. **Meeting with CEC Leader and CEO** – Norman arranged this general follow-up meeting, where a few difficulties with overall transport organisation within CEC were mentioned. For example the High St resurfacing project has proved difficult to manage over the past few years in common with some other capital projects due to excessive decentralisation to Localities, which is now recognised as inappropriate for some ventures and will be addresses soon. The apparent lack of an overall strategy for Queensferry was highlighted, with ad-hoc claims for interventions around the town based on individual perceptions becoming rather unhelpful.
4. **Public Transport** – Last month's meeting with Lothian Buses was very useful. They remain unconvinced that the 63 service can operate commercially, however early indications on the 43 route suggest it may be attracting more passengers than previous Stagecoach 40/A/B services. No particular concerns regarding traffic conditions around Queensferry were highlighted by Lothian (for example delays from the Queensferry Crossing or parking around schools). They said that CEC had already taken action to alleviate persistent delays on some sections of the route, such as traffic light timings at Melville Street. We got the impression that other routes are much worse affected by diversions and delays on a regular basis. We pointed out some shortfalls in publicity for the 43 and most have now been rectified. City centre diversions resulting from the Leith St closure were discussed but it wasn't possible to agree on an improved route or stopping pattern. Christmas and New Year timetables were also mentioned, noting that CEC councillors voted to withdraw a subsidy safety net fund in October 2016. Lothian will not run the 43 on 25 Dec and proposed an hourly service on 26 Dec & 1 Jan with a normal Sunday timetable on 2 Jan. We alerted them to the high probability of capacity issues on 1 Jan and suggested they liaise with Underbelly for predicted spectator numbers at the Loony Dook.
5. **Burnshot Bridge** – QDCC weren't able to attend the drop-in session at Kirkliston Library but generally the bridge demolition seems to have gone OK with communication to local residents and QDCC quite good. Off-peak closures have caused a few minutes of delay to traffic. Liaison with stakeholders where CEC has little historical contact, such as ScotRail, has attracted some public criticism.