

QUEENSFERRY AND DISTRICT COMMUNITY COUNCIL

Transport Report for January 2020

- 1. A90 Traffic Lights** – We've had correspondence over the past couple of months with the Traffic Signals department at CEC regarding bus priority lights that regulate the traffic flow on the A90 at Burnshot and Dolphington junctions. The network of queue detectors that activate the lights to offer priority for buses/taxis already on the A90 was clarified to us. The public sometimes think the lights are faulty or functioning unnecessarily when they experience certain journeys taking longer than normal. On occasion this can be true, and the system was indeed faulty for a few days at the beginning of January.
- 2. City Mobility Plan and Various Consultation Surveys** – Earlier this month, CEC published a set of proposals looking at how people, goods and services can be moved around the city efficiently considering climate change, air quality and LDP requirements. This plan will probably attract significant attention as it is directly relatable to daily life. Four workshop sessions are available at the City Chamber in February to discuss reaction to the details. However to a large extent the plan is driven by government legislation. Further surveys were received by QDCC over the two month period relating, firstly from Transport Scotland relating to Low Emission Zone enforcement laws and their Second Strategic Transport Projects Review (informing the NTS2), and secondly from Edinburgh Airport relating to their Sustainability Strategy.
- 3. Road Closure Updates** – The bridge on Hopetoun Road near Morison Gardens closed for repairs at the beginning of this month. These are expected to take up to 13 weeks and involve diverting traffic (including buses) along Stewart Terrace for this time. We asked CEC and ward councillors if support was available for any persons with reduced mobility who were disadvantaged by loss of public transport links but didn't receive confirmation. Concerns were raised by Rosshill Terrace residents that the diversion greatly increased traffic using Station Road. They wish installation of planned traffic calming features fast-tracked. Short term diversions have also been necessary for the Burnshot Bridge replacement due to concrete pouring operations in December, and of course the long term diversion will remain in place until the bridge opens later this year. Anne asked about repairs to the flight of steps near Dalmeny tank farm, where two have disappeared.
- 4. Serco Cycle Hire Expansion** – In January we met with reps from Serco and TfE who have plans to extend Edinburgh's existing Just Eat cycle hire scheme to cover Kirkliston and Queensferry. Subject to approval of funding the extension should be rolled out by summertime. Nine locations in Queensferry have been earmarked for docking stations where bikes can be collected and returned within an hour. Feedback is being sought on the exact siting of the docks, which are largely driven by demand levels but also influenced by inclusivity considerations. At a local level we felt a natural promotion could be from loosely synchronising rollout with High Street refurbishment. Bookings are made online via a mobile phone app with tariffs of £1.50/hr, £3/day or £90/year. Experience of the business model suggests that making a profit is very challenging, mainly due to asset theft and vandalism.
- 5. Public Transport** – Still nothing back on CEC's 63 bus contract, but I understand WLC are set to review all their tendered routes in the near future, which may affect the lightly-used 7 service. Christmas and New Year buses were run entirely commercially this year with reasonable success, although perhaps still some room for improved coverage. Statistics from ORR suggest usage of Dalmeny Station continues to increase and now exceeds 600,000 journeys per year. We had some dialogue with ScotRail regarding maintenance of railings together with likely dates for capacity increase and timetable recast.