

**Forth Replacement Crossing (FRC)
Public Transport Strategy Working Group Meeting
Monday 25 January 2016**

Attendees

Alison Irvine (AI) – Planning and Design, Transport Scotland (Chair)
Lawrence Shackman (LS) – FRC Team, Transport Scotland
Adam Priestley (AP) – Planning and Design, Transport Scotland
Rose Tweeddale (RT) – Rail Policy, Transport Scotland
Euan Scott (ES) – Jacobs Arup
Stephen Craig (SC) – Jacobs Arup
Jane Findlay (JF) – Fife Council
Andrew Easson (AE) – City of Edinburgh Council (CEC) (on behalf of Ewan Kennedy)
Deborah Paton (DP) – West Lothian Council (WLC) (on behalf of Graeme Malcolm)
George Mair (GM) – CPT
Scott Prentice (SP) – ScotRail
John White (JW) – Lothian Buses
Douglas Robertson (DR) – Stagecoach
David Frenz (DF) – Stagecoach

Paul Lawrence (PL) – AECOM
Colin Hardie (CH) – AECOM

Apologies

Alex Macaulay (SEStran)
Paul White (CPT)

<u>Item No.</u>	<u>Item</u>	<u>Action</u>
1	Welcome and Apologies Alison Irvine (AI) welcomed attendees to the meeting and thanked the FRC team for hosting. Apologies reported in advance were noted.	
2	Notes of Meeting of 30 March 2015 - Actions/Issues Arising The meeting notes were accepted as being representative. Carried over issues from 2. Notes of 25 August 2014 meeting: Item 2 - Publication of refreshed strategy on websites – carried forward.	All (except TS, Fife & SEStran) CEC – AE to progress with web team

Item 2 – Halbeath Park and Choose to be added to SEStran website Projects Section – carried forward.

SEStran

3 Newbridge Junction - Presentation on outcomes from A8/A89 Public Transport Corridor Study (CEC and Paul Cameron, AECOM)

PC gave a summary presentation of methods used and outcomes of the Newbridge A8/A89 PT corridor Study, supported by CH when referring to modelling.

DP welcomed consideration of active travel within the work.

AI asked AE what the next steps of the work will be. AE stated CEC (lead client) see the report as the final output in this work stream. AI stated that TS see further consideration of the findings being required in the context of other transport assessment work being undertaken in the area and suggested a follow up meeting in due course to consider next steps.

LS asked if assessment of accident stats had formed part of the modelling or appraisals elements of the study, PL replied that accident stats had not been considered in this work.

Circulate PDF of presentation to PTS WG members.

AP

Arrange follow up meeting between TS, CEC, WLC and SEStran to discuss next steps when findings of CBS and other work streams are available.

AP

4 Halbeath Park and Choose Update (TS and Fife Council)

AP Provided analysis of patronage of Halbeath and Ferrytoll Park and Ride expanding on data included in the paper circulated ahead of the meeting.

AP to circulate PowerPoint presentation along with meeting note.

AP

5 Forth Replacement Crossing Project Update (TS)

LS provided an overall update on progress and discussed the following:

- LS presented video taken from drone showing progress across the project area.
- The old B800 bridge has been demolished and the new bridge has been future proofed to take trams

should this ever be required.

- Progress is being made with installing concrete deck on the South side although this is not yet visible from the ground.
- Traffic management is still in place on the South side to facilitate the works.
- All towers are now complete with the centre tower being finished in December, the first deck was lifted on 7 September and now 33 of the 110 deck sections are in place.
- The North viaduct is about to be launched in the next few weeks, this will be pushed over 10 days to a length of 220m.

6 M90/M9 Bus Lanes Update (TS)

ES referred to the Benefit Monitoring Exercise being undertaken of Fife ITS which is showing some slight increases in 'end to end' Journey Times (JT) over the last year, although the journey from Halbeath to Echline had shown a 3 minute decrease. It is, however, suspected that recent poor weather along with a 'stacking' effect caused by vehicles slowing down as drivers look across at progress on the new bridge, is have contributed to JT increases.

SC noted that loop based data taken at Masterton and Admiralty (along with CCTV at Admiralty) showed that between 6am–10am, of 46 timetabled bus services 13 use the facilities, and approximately 12 services of less than 24 seats which are not entitled to use the lanes continue to use the main line.

ES continued by reporting that accident stats show a Pre-ITS scheme rate of 12 personal injury accidents (PIA) per year, with the average since completion (over 3 years) now at 3 PI accidents per year. Since J1a opened in Feb 2013 PIA's have decreased from a rate of 10 per year to 3.

Bus operators agreed that while the Fife ITS scheme has improved bus facilities through the FRC area, the main 'bottleneck' continues to be Barnton, and beyond on CEC roads.

7 SESplan Cross Boundary Cumulative Impact Study Update (TS)

AP provided an overview of progress to date.

AP to circulate PowerPoint presentation along with meeting note.

AP

8 Bus Operator Issues

ES agreed liaise with TMWG members to operators on what the effects of construction would be on the road layout through Ferrytoll. ES

Operators also raised the issue that the over bridge near Ferrytoll just south of Inverkeithing on the B981 is too low, although this is out with the scheme it is an example of fragility in the network is diversions were required from principal routes for any reason, and Operators urged Fife Council to consider. JF agreed to consult with Network/Bridges colleagues and report back. JF

9 Revised Implementation Plan Schemes and Measures Update (Outstanding Appendix 3 Schemes)

Only Item 16 was discussed, other actions to be carried forward from the previous meeting note (30 March 2015).

16 – Review and maximise rail service patronage across the Forth

SP noted that from December 2016 a new timetable will be in place to reflect the opening of Edinburgh Gateway Station. By 2019 the fleet of trains serving Fife/Edinburgh will be completely standardised to present a consistent customer offer. Work is being progressed towards smart ticketing and multi journey ticket capability, and discussions are underway with SEStran on multi modal tickets. Off peak rail prices are still frozen to 2014 prices, with peak prices only set to rise to reflect RPI.

10 AOCB

N/A

11 Date of Next Meeting

AP to arrange date in Autumn 2016 ahead of opening of the Queensferry Crossing which will present an opportunity to develop a travel plan for opening. AP