

**Forth Replacement Crossing (FRC)
Public Transport Strategy Working Group Meeting
Monday 30 March 2015**

Attendees

Lawrence Shackman (LS) - FRC Team, Transport Scotland
Alison Irvine (AI) – Planning and Design, Transport Scotland (Chair)
Adam Priestley (AP) – Planning and Design, Transport Scotland
Graham Porteous (GP) – Transport Scotland
Alex Macaulay (AMc) – SEStran
Jane Findlay (JF) – Fife Council
Ewan Kennedy (EK) – City of Edinburgh Council (CEC)
Euan Scott (ES) – Jacobs Arup
Stephen Craig (SC) – Jacobs Arup
Richard Schofield (RS) – Jacobs Arup
James Mooney (JM) – Stagecoach
Paul White (PW) – CPT
Rose Tweedale (RT) – Transport Scotland
Andy Finlay (AF) – Lothian Buses

Apologies

George Mair, Brian Peat, Gordon Macleod, Raymond Convill, Sarah Boyd, Alan Hill, Douglas King, Rachael Jelly.

Item No.	Item	Action
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 25 August 2014 - Actions/Issues Arising The meeting notes were accepted as being representative. Carried over issues from 2. Notes of 12 November 2013 meeting: Item 2 - Publication of refreshed strategy on websites – carried forward. Item 2 - Revised Implementation Plan Intervention 16 Rail – Transport Scotland (TS) to ensure First ScotRail are invited to future meetings – carried forward. <i>RT to liaise with AP to provide contact details.</i> Item 2 – Halbeath Park and Choose to be added to SEStran website Projects Section – carried forward.	All (except TS, Fife & SEStran) TS AMc

Item 2 - George Mair to liaise with Traveline Re Halbeath – carried forward. *PW to chase up.* PW

3 Halbeath Park and Choose Project Update (Fife Council)

Data to be provided to TS (AP) by Fife Council (JF). TS to undertake analysis of data and produce simple graphical representation of usage across the sites and any emerging trends. Outputs will be circulated around the group along with the note of this meeting. AP

JF noted that there is approximately 250 average user occupancy per day at Halbeath. AF noted that Lothian Buses do not operate at Halbeath so they are unable to provide comment. JM noted that this is good news and Stagecoach are happy with current passenger numbers.

It was noted that there has been no monitoring for the use of car-sharing at Halbeath.

4 Forth Replacement Crossing Project Update (TS)

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

- Contact centre has been well utilised. Project open days and engagement events are on-going. There has been a particularly good uptake from local schools.
- A90 traffic will use PT link during works on main line during 2015.
- New bridge over mainline (B800) deck almost finished. Original bridge will be demolished in late 2015.
- Earthworks and drainage complete around South Queensferry Junction. The junction is almost complete.
- 8 of 10 push launches completed on S Viaduct. 1 more launch required for each carriageway.
- The final pier on the South side is nearing completion at 450m tall (50m taller than existing bridge).
- There are 122 deck sections needed for the bridge. 75% of the sections are in the dock yard.
- Push and concrete deck from North side starting later in 2015.
- B801 opened. A lot of work at King Malcolm Drive. Work on northbound carriageway.
- Approximately 400 people have signed up to receive alerts relating to the Ferrytoll Junction.
- Mainline average speed cameras coming summer 2015. Not permanent cameras, only for works.

5 Evaluation of the M90/M9 Bus Lanes (TS)

It was noted that Fife ITS has now been open for over 2 years. There has been no significant increase in traffic on the mainline carriageway. Journey times range from 3-8 min during peak periods, relative to pre-construction. Bus lane usage up to 12 in peak period.

There has been some delay caused by people watching construction activities/progress. Accident reductions average of 12 down to 3 in first and 1 in second year.

A904 Newton – reduced traffic by 24% daily flow and 68% HGVs. Generally because traffic has diverted on to M9.

EK asked if there was any progress made on move to make permanent. LS noted that it would likely be end of 2016 for a formal decision to be made when more data is available – but there is potential to keep there. No accidents occurred last year so therefore no need for further engineering.

Fife ITS 40 mph speed limit worked very well and efficiently. JM noted that an accident occurred with a side on hit to a bus within the bus lane at Halbeath on M90. If traffic backed up, the bus lane will be used, but there is still a concern for side on collisions.

AMc asked if it would be useful to obtain feedback/figures on smaller buses not allowed, and also buses entitled to use bus lane but don't. ES to check data.

ES

6 SESplan Cross Boundary Cumulative Impact Study Update (TS)

AP provided an overview – project funded and managed by Transport Scotland, Working Group also comprises representatives from SESplan, SEStran and the constituent Local Authorities (CEC, Fife, West Lothian, Midlothian, East Lothian and Scottish Borders).

CH2MHILL are the appointed Appraisal Lead consultants, SYSTRA are undertaking an upgrade of the SEStran Regional Model (SRM) to underpin the work, with JMP providing Development Planning and Management input.

Brief project update set out progress towards upgrade of the SRM07 to SRM12 which is currently involving cleansing and refinement of data provided by planning authorities. Preparatory high level work to assess the operation of the current network is being undertaken using SRM07 to develop

understanding of where 'hot spots' are on the current strategic transport network. It was noted that modelling capability will be in place to identify and assess impacts on local transport networks, although the remit of the cross boundary study is on the strategic network. It was noted that the model is multi modal and the cooperation of local authorities in updating the public transport element of the model (which is taking longer than expected) was appreciated. While active travel will feature in the mitigations/interventions identified to assess network constraints, the SRM does not include capability to actually model these as modes.

7 Newbridge Junction Update (CEC)

A8/A89 Corridor Study AECOM commission is progressing, engagement with stakeholders is continuing with an upcoming workshop at City Chambers. Modelling is currently being developed and a route assessment has taken place. Following finalisation of the study EK will arrange for the findings to be circulated/presented to this group.

EK, AP

AP to circulate update note provided by EK along with note of this meeting.

8 Bus Operator Issues

JM had no comments on behalf of Stagecoach.

PW had no comments on behalf of CPT.

AF noted that Lothian Buses are interested in seeing the outcomes of the Newbridge study and will participate/engage in this where possible.

TS

9 Assessment B800 – M90 Slips: Findings (TS)

AP presented findings of Technical Assessment undertaken by CH2MHILL utilising knowledge gained as part of the ongoing cross boundary study, and involving consultation with local authorities and public transport operators.

In summary it was found that the slips would not offer substantive benefits to public transport and, due to their effect being to 'bypass' Kirkliston, concern was expressed that loss of patronage would negate any benefits accrued by reduced journey time/increased journey reliability.

AMc suggested in addition to this that the outcomes of the Cross Boundary study in terms of assessing performance of this area of the network are fully required before any further

work is undertaken to assess the merits of these slips. EK queried whether these slips are listed in the relevant LDP and noted that increased travel between Fife and West Lothian was the original reason they were included in the Action Programme, noting that changes to employment allocations (notably West Edinburgh) may have an impact on their viability.

Following this presentation and discussion, general agreement was that while they should not be wholly removed from the action programme, this intervention should be listed as a Medium, or Long term priority and that it is likely that allocating resources to other actions would result in greater benefit.

AP to circulate slides presented along with note of this meeting.

AP

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

2 – Rosyth Park and Choose

Planning Permission is secured, but no funding is in place. It was noted that the ERDF will be operating again soon, which should be borne in mind regarding future funding opportunities.

Fife Council

6 – Improvements to Newbridge Interchange to improve both general and public transport

9 – Newbridge and M9 Public Transport Improvements

13 – Improve Public transport connections between Gogar Roundabout and Maybury Junction

Study on-going as noted under Agenda Item 7.

[As above] AP to circulate update note provided by EK.

EK, AP

7 – New Slips from B800 to M9 Spur

Not to be progressed further at this time, but to remain in the Action Programme.

[As above] AP to circulate slides following this this meeting.

AP

10 - M8 Public Transport Improvements

AI noted that on-going work at Transport Scotland regarding the strategic park and ride network and managed motorway

TS

schemes would pick up potential enhancements in this area. Outcomes will be reported to the group when available.

11 – Improved Public Transport Links to the M90 at Masterton and Admiralty

Modelling work is on-going at Fife Council with regards to sites proposed in the LDP, in addition to the on-going SESplan Cross Boundary project. Potential measures at this location will be identified as part of these work streams.

Fife Council,
TS

12 - Edinburgh Orbital Bus Project

The on-going SESplan Cross Boundary Cumulative Impact study will identify infrastructural and public transport related interventions and appraise packages of measures – it is likely this scheme would form one option within possible PT interventions and therefore will be examined as part of that study.

SEStran
TS

14 – Improve public transport connections westbound along the A90 in Edinburgh on Hillhouse Road

EK stated that an application by CEC to the Bus Improvement Fund for this purpose was not successful; the result is that there are no resources available to undertake this Action.

CEC

15 - Additional and amended bus services

JM noted an extra hourly Stagecoach service (Thornton-Kirkcaldy-Edinburgh) 20 minute (not 30) through Halbeath. Lothian. Withdrew service out of Barnton Corridor (43), and introduced South Queensferry 30 mins service (20).

Bus
Operators,
Local
Authorities

16 – Review and maximise rail service patronage across the Forth

RT noted that the new Abellio ScotRail Franchise will take effect from Wednesday onwards. The areas for improvement are modal shift, passenger satisfaction and journey times (inter cities in particular).

RT to liaise with AP to identify appropriate Abellio contact to attend this group going forward.

RT, AP

17 – Real time Passenger Information

AMc noted that SEStran had 2 successful bids for further funding with the long term aim that all buses are RTI compatible – £0.5m for new buses and £0.5m for web based TV signs in public buildings to raise profile (500/1000 TV screens). 100% Stagecoach fleet in Fife will be RTI by end of the summer. 100% First Group will be RTI by autumn. TV Screens are a fraction of the costs of RTI at bus stops. KPIs are associated with the granting of funding which will have staff resource implications as a lot of monitoring will be involved.

AMc

18 - Development of One Ticket with potential migration to Smart Ticketing

AM reported that no significant progress has been made on this action due to on-going technical issues although research has shown that E tickets (as per the system used by Lothian buses) are much cheaper than one card to administer. SEStran will take this forward during spring in to summer.

AMc

19 – Marketing

Several issues discussed in previous items – carried forward.

All

11 AOCB

FBOC (Forth Bridges Operating Company) awarded to Amey. Contract commences in June.

With regard to Appendix 4 of the PTS (Proposed Performance Indicators), LS and ES to work on this for next meeting.

LS & ES

12 Date of Next Meeting

AP to arrange date in first half of October in same location.

AP