

**Forth Replacement Crossing (FRC)  
Public Transport Strategy Working Group Meeting  
Thursday 20 April 2017, 11:00**

**Attendees**

Adam Priestley (AP) – Planning and Design, Transport Scotland (Chair)  
Lawrence Shackman (LS) – FRC Team, Transport Scotland  
Euan Scott (ES) – FRC Team, Jacobs Arup  
Gordon MacLeod (GM) – Rail Policy, Transport Scotland  
George Henry (GH) – Road Policy, Transport Scotland  
Michael Dineen (MD) – Network Operations, Transport Scotland  
Keith Fiskin (KF) – SEStran  
John Mitchell (JM) – Fife Council  
Kevin Slater (KS) – Lothian Buses  
Ker Corbett (KC) – Scottish Citylink  
Jim Stewart (JS) – West Lothian Council  
Jim Brennan (JB) – First Scotland East  
Douglas Robertson (DR) – Stagecoach  
Scott Hall (SH) – Stagecoach

**Apologies**

Alison Irvine – Planning and Design, Transport Scotland  
Caroline Trainer – Communications, Transport Scotland  
Karen Furey – Sustainable Transport Unit, Transport Scotland  
George Eckton – SEStran  
Jim Grieve – SEStran  
Scott Prentice – ScotRail  
Jane Findlay – Fife Council  
Ewan Kennedy – CEC  
George Mair – CPT  
John Russell – Amey

<b><u>Agenda Item No.</u></b>	<b><u>Agenda Item</u></b>	<b><u>Actions</u></b>
<b>1</b>	<b>Welcome and Apologies</b>	
	AP welcomed attendees to the meeting and thanked the FRC team for hosting. Apologies reported in advance were noted.	
<b>2</b>	<b>Notes of Meeting of 7 December 2016 - Actions/Issues Arising</b>	
	The meeting notes were accepted as being representative.	
	There are no outstanding issues.	

3	<b>Forth Replacement Crossing Project Update (Transport Scotland)</b>	
	<p>LS presented a project update by providing a South to North scheme run through:</p> <ul style="list-style-type: none"> <li>• The south side roadworks are largely complete, aside from some minor snagging.</li> <li>• Signals have now been installed on the south side, with relevant signals at the Queensferry Junction operational.</li> <li>• The last concrete pour on the project will be undertaken next week on the south approach viaduct.</li> <li>• On the Queensferry Crossing, work is on-going on vehicle restraint systems, wind shielding and cables.</li> <li>• Waterproofing is also on-going and requires dry conditions to be applied (the lack of dry conditions have been part of the reason for the revised programme).</li> <li>• Wind conditions under 25 mph are required for work on removing the tower cranes – high winds have also been a key factor in extending the programme to opening.</li> <li>• Inside the structure a huge amount of work is on-going; the project staff is currently in excess of 1500 which is the highest it has been, although many of these are not readily visible.</li> <li>• On the north side, roadworks are on-going around the Ferrytoll Junction with the final approach road and gyratory alignments progressing well.</li> <li>• At Ferrytoll, the bus turning facility at the P&amp;R is complete (since December 2016) whilst the overflow car park (owned by Fife Council) will be completed soon.</li> </ul> <p>The currently anticipated date for opening is mid-July to end August 2017. More detail on opening to traffic will be provided at the end of May.</p>	
4	<b>Halbeath Park and Choose Patronage Update (Fife Council and Stagecoach)</b>	
	<p>Fife Council provided raw data in Excel format to TS, but no quantitative analysis of recent performance was undertaken in preparation for the meeting.</p> <p>JM noted that, when work at Ferry Toll is complete, the current trend (of Ferry Toll operating slightly below normal patronage, and Halbeath slightly above) would be expected to return to previously observed conditions.</p>	

	JM agreed that the Excel count data could be provided to the group for interest. AP to circulate Excel documents along with the note of this meeting.	AP
<b>5</b>	<b>M90/M9 Bus Lanes Update (TS)</b>	
	<p>ES noted that quantitative annual benefit monitoring data was presented to the last meeting of this group in December so did not propose to revisit this today. Qualitatively, buses using the designated lanes continue to experience benefits compared to regular traffic, although the fact that the M90 bus lane has been curtailed in the vicinity of the Masterton and Admiralty junctions due to the roadworks has resulted in a slight reduction in operational benefit of this facility recently.</p> <p>In respect of Accident data for both bus lanes:</p> <ul style="list-style-type: none"> <li>• Fife ITS – 4 years ago – 12 injury accidents (IA) per year before, now 3.25 average.</li> <li>• M9 J1A – opened February 2013. Was 10 IA per year, now also approximately 3.25 per year.</li> </ul> <p>Increased safety/reduced accident figures are a key positive message from the scheme; LS suggested that this message be communicated around the opening.</p>	
<b>6</b>	<b>SESplan Cross Boundary Cumulative Impact Study Update (TS)</b>	
	AP provided an update on the project and noted that the final report would be made available to SESplan before the end of April in order for this to be considered by the Joint Committee – a ‘wash up’ meeting of the Working Group will subsequently be undertaken in the summer.	
<b>7</b>	<b>Bus Operator Issues (Bus Operators)</b>	
	<p>LS noted that the bus operator engagement/training session was held on 28 February 2017. This was attended by all bus operators as well as representatives from local authorities and SEStran.</p> <p>This session presented details of all the bus features in the area covered by the managed crossing strategy including signage that will be implemented. It dealt with regular operating conditions as well as those which will be put in place during adverse weather and other incidents. AP to circulate the presentation given (which is now available in condensed file size format) to both the attendees at that session, as well as the FRC PTS WG for information.</p>	AP

	<p>DR stated that Stagecoach service changes are scheduled for 5 June which had been planned to coincide with the opening – timetables have already been produced and the changes will still be made on this date. Running with this timetable without the QC open should not significantly affect operation, however DR did note that in this regard the sooner the QC opens the better.</p> <p>LS stated that TS are progressing all of the Roads Orders required for the Bus Lanes and these will be in place for the end of May, it was also noted that CEC and FC are progressing with Local Roads Orders on similar timescales.</p>	
<p><b>8</b></p>	<p><b>Planning for Opening – Queensferry Crossing and Forth Road Bridge Users’ Guide (All)</b></p>	
	<p>LS stated that the User Guide will be circulated 4-6 weeks prior to the QC opening. This will be complemented by presentations at public meetings/drop in sessions at the Contact Centre as well as the Forth Bridges Forum (initially at a meeting next Tuesday, then on an on-going basis until opening).</p> <p>LS provided a presentation and discussed the approach to media handling and communications on active travel and public transport. A map of walking and cycling routes over the Forth Road Bridge and the areas to the north and south of it will be published separately to the User Guide as a complementary document.</p> <p>GH stated that TS are taking measures to be able to provide a single point of contact for ‘trunk road cycling issues’ with the Strategic Road Safety team. This officer will liaise with LAs and other organisations.</p> <p>LS asked DR what promotion/marketing was intended in relation to the service changes on the 5 June. DR stated that this will be contained within standard nationwide promotion of service changes in June, however now the opening has been rescheduled it is likely that Stagecoach will undertake some form of local publicity campaign around services covering the QC area in the lead up to opening.</p> <p>LS noted that it may be useful if VMS are used to state comparisons between bus and car journey times to Barnton on the north side of the Forth’s southbound carriageway to promote bus usage.</p>	<p>LS</p>

	LS noted that it was intended that contact be made with bus operators prior to the next FRC PTS WG meeting to discuss a co-ordinated approach to promoting modal shift in relation to the opening.	
<b>9</b>	<b>AOCB</b>	
	<p>LS stated the need to re-visit the PTS document including measures set out in the tables in the Action Programme as the project moves towards conclusion. A key aspect of the Action Programme has been the retaining of the Fife ITS feature due to the positive safety implications. Measures which have not been taken forward could be considered within the appraisal process for the upcoming STPR to determine if they are still relevant/feasible/deliverable and to assess the potential benefits they would provide.</p> <p>The Benefit Monitoring phase of the project is likely to be undertaken on a 1 year, 3 year and 5 year basis after opening. It may be pertinent if this group, or a variation of it, is retained to take an involvement in that process.</p>	
<b>10</b>	<b>Date of Next Meeting</b>	
	Next meeting of PTS WG agreed for late October 2017 (which is likely to be 2-3 months after opening), AP to arrange.	AP