

**Forth Replacement Crossing (FRC)
Public Transport Strategy Working Group Meeting
Monday 25 August 2014**

Attendees

Lawrence Shackman - FRC Team, Transport Scotland
 Alison Irvine – Planning and Design, Transport Scotland (Chair)
 Adam Priestley – Planning and Design, Transport Scotland
 Alex Macaulay – SEStran
 Jane Findlay – Fife Council
 Marianne Bull – Fife Council
 Ewan Kennedy – City of Edinburgh Council
 Euan Scott – Jacobs Arup
 Stephen Craig (on behalf of Richard Schofield) – Jacobs Arup
 Brian Peat – First Scotland East
 Douglas King – Stagecoach
 John Burns – CH2MHILL

Apologies

Graeme Malcolm – West Lothian Council
 George Mair – CPT

| 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 12 November 2013 - Actions/Issues Arising The meeting notes were accepted as being representative. | |
| | Item 2 - Publication of refreshed strategy on websites – carried forward. | All (except TS, Fife & SEStran) |
| | Item 2 - Revised Implementation Plan Intervention 16 Rail – Transport Scotland (TS) to ensure First ScotRail are invited to future meetings – carried forward. | TS |
| | Item 2 – Halbeath Park and Choose to be added to SEStran website Projects Section – carried forward. | AM |
| | Item 2 - George Mair to liaise with Traveline Re Halbeath – carried forward. | GM |

3 Halbeath Park and Choose Project Update

AI circulated line graph showing First ScotRail Cross Forth Passenger figures increasing steadily each month from approx. 6,150,000 to 6,700,000 throughout 2012-13 to 2013-14.

Douglas King (DK) gave a brief anecdotal update stating a daily patronage of 400-500 cars which has recently been boosted by the Commonwealth Games and the Edinburgh Festivals. Police Scotland have been using Halbeath and Ferrytoll during events. The use of P&R for long stay (week or more) users is more prevalent at Ferrytoll with a maximum of nearly 200 vehicles on site overnight noted. For routes to Edinburgh Airport and Glasgow, patronage figures are much higher at Ferrytoll than Halbeath.

Jane Findlay (JF) provided a brief update on vehicle count figures, stating a daily average for Halbeath of 480-500 vehicles. Lawrence Shackman (LS) requested JF circulate Halbeath P&C patronage figures following the meeting.

JF

AI asked if annual evaluations would be undertaken following the anniversary of Halbeath opening and in to the future. JF stated that a customer survey would be undertaken from the end of November 2014. EK asked if any change in patronage at Ferrytoll had been observed following the opening of Halbeath. DK and JF both responded to state no significant reduction in patronage at Ferrytoll had been observed.

JF noted that Fife Council are intending to apply for 'Plugged in Places' funding to install rapid chargers for electric vehicles, following the maintenance period (end of November 2014).

DK noted anecdotal observations of the use of the site for car sharing, with groups of vehicles being parked away from the terminal building. AI asked if data would be available on this. JF to discuss with Fife colleagues Re possibility of adding in non-PT usage question to forthcoming survey.

JF

4 Forth Replacement Crossing Project Update

Lawrence Shackman (LS) showed aerial photographs and gave an update on progress, including:

- Ministerial visit on 6 August.
- Contact centre has been well utilised; 15-16,000 visitors in 18 months.
- B800 Bridge construction progressing – will open to traffic in Spring 2015.

- Approach works 7 push launches of steel undertaken on south side viaduct.
- 42 of the required 140 deck sections are now on site.
- Support towers have now reached carriageway level.
- Extensive work to relocate Ferry Toll junction immediately north of its current location to begin early 2015.
- 4 lanes will always be in operating during weekdays.
- Some overnight weekend closures will be required on approach roads to Ferrytoll during October 2014.
- A public information system (including extensive signage, public briefing sessions and regular updates on the website) will be brought in before and during the Ferry Toll works.
- A 40 mph average speed limit will operate from Admiralty to south of the Forth Road Bridge during these works.

5 SESPlan Cross Boundary Cumulative Impact Study Update

Adam Priestley (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.

Consultation has been undertaken with LAs with regard to development planning inputs to the model upgrade which is progressing and currently focussing on public transport coding. Inception report is imminent; this will contain a detailed work programme.

Next Working Group is on 10 September 2014. Reporting expected by the end of the 2014-15 financial year.

6 Initial Evaluation of the M90/M9 Bus Lanes

Euan Scott (ES) reported on bus lane monitoring, stating that, as southbound queuing rarely extends as far north as Admiralty, buses do not often gain significant benefit from southbound bus lanes. More extensive usage and benefit is expected during the forthcoming works at Ferry Toll. Measures at Junction 1A have had more significant PT benefits, with a peak hour average journey time saving of 6-8

minutes identified.

AI asked if an evaluation report is in production, LS stated that continual monitoring was in place and this would be reported in the full evaluation report which will be undertaken in approximately 1 year's time (Autumn 2015) following the conclusion of the significant works at Ferry Toll.

LS noted a large reduction in injury accidents during the last year – these have fallen from 12 to 2 in the 'Fife ITS area', and from 10 to 2 at Junction 1A. It was noted that 3 years of data would be needed to draw firm conclusions from this.

AI asked when the most recent report on bus lane usage was produced, ES stated this covered the period to end of 2013, and another annual report to end of 2014 would be available in 2015, this will be published on the Forth Bridges website.

LS noted that the Fife ITS scheme was intended to operate during construction only, and a decision will have to be reached with regard to its future following completion of the works at Ferry Toll. LS thought it was unlikely that further infrastructural work would be required to make the Fife ITS scheme a permanent intervention.

Bus operators do not report any significant problems for bus operation in using lanes and limited levels of abuse of lanes has been reported. DK stated that a standardised definition of 'bus' would be required going forward and noted this could be defined either by vehicle classification, or vehicle occupancy.

7 Newbridge Junction Update

Ewan Kennedy (EK) updated on this feasibility study which will focus on Newbridge Junction and the corridors approaching this including the A8 and A89. Tender documents have been produced and CEC expect to issue these on 26 August 2014. The tender period will be 4 weeks and allowing for evaluation time it is likely the commission will begin at the start of November 2014. EK will keep the Group up to date with progress thereafter.

Brian Peat (BP) asked when outputs will be available with regard to potential measures at Newbridge Junction, EK stated he expect this to be April 2015.

DK asked what the funding status for the study is, AI responded funding is committed for the Study, but not for implementing any interventions it identifies.

Alex Macaulay (AM) asked if the SRM upgrade being

undertaken for the Cross Boundary work would be available for use on this project, should the successful tenderers wish to use it, AI stated that the updated SRM is likely to be available for use.

8 Bus Operator Issues

BP noted that First Group's operation in this area is limited at present and the only issues he could therefore identify are delays at Newbridge Junction.

DK stated that Stagecoach continue to experience delay in the Blackhall/Barnton corridor and noted the lack of bus lanes in this location.

EK stated that despite the lack of physical interventions to create priority for public transport, signals based traffic management is in place.

DK stated that it would be ideal if measures undertaken at out of city locations (i.e. Newbridge) could be linked in to inner city bus lane corridors, although noted the practical limitations caused by lack of space in certain locations.

9 Discussion on New Slips B800 – M9 Spur

Covered within Item 10 below.

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.

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.

Fife
Council

7 – New Slips from B800 to M9 Spur

LS noted that ES and his team have looked at the practicalities of provision. Southbound demand is noted, but less so for northbound at present. It was questioned whether the level of funding required (£2m - £3m) was justifiable given the relatively low current demand.

DK stated that Stagecoach would not be actively campaigning for this facility to be installed.

The issue of potential future increase in demand was discussed, particularly with regard to Winchburgh and other potential development sites in West Lothian. It was noted that travel between Fife and West Lothian was expected to increase significantly post 2016.

It was agreed further consideration as to the viability of this intervention should be undertaken over the next 6 months. ES to forward previous work on this to AP for onward consideration.

ES, AP

8 – Hard shoulder running for buses on M90 north of Admiralty

AI noted that this scheme is now unlikely to be progressed.

10 - M8 Public Transport Improvements

AI noted that on-going work at Transport Scotland regarding the strategic park and ride network and managed motorway schemes would pick up potential enhancements in this area. Outcomes will be reported to the group when available.

Transport
Scotland

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,
Transport
Scotland

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.

Transport
Scotland

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

EK stated that, while there are no infrastructural bus priority measures in place, a queue management system is operational. The software, however, needs to be upgraded which will be likely to necessitate new signal boxes and other equipment. AI asked that EK report on progress on this at the next meeting.

EK

15 - Additional and amended bus services

BP welcomed future engagement between bus operators and local authorities. It was noted that the applications are currently open for the Bus Improvement Fund, although, due to staffing issues at Local Authorities and the fast approaching deadline, it is likely the 2015 fund will be more appropriate with regards to this action.

Bus Operators,
Local Authorities

16 – Review and maximise rail service patronage across the Forth

AI noted that the franchise renewal process is on-going with the current franchise ending on 31 March 2015. As such this action will be progressed from April 2015 onwards.

17 – Real time Passenger Information

AM noted that SEStran are currently progressing a bid for further funding with the long term aim that all buses are RTI compatible.

AM to update next meeting on progress.

AM

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. AM will be approaching Transport Scotland for a meeting in the near future to discuss how to take this forward.

AM to update next meeting on progress.

AM

19 – Marketing

Several issues discussed in previous items – carried forward.

All

11

AOCB

John burns (JB) provided an update on the Forth Bridges

Operating Company contract which will cover the maintenance of the Forth Road Bridge and the Queensferry Crossing following the dissolution of FETA.

Contract Documents have been prepared. Dialogue is currently on-going throughout the tender process. Tender documents will be received in the near future and the intention is for the Forth Bridges Operating Company Contract to be awarded in December 2014. The intention is then for the Commencement of Service Date and the Dissolution of FETA to be on 1st June 2015.

12 Date of Next Meeting

AP to arrange date in February 2015 in same location.

AP