



T h e F e r r y N e w s

Gala Week

3rd June - 10th June, 2017

Gala week is once again coming up fast & we have lots of new & exciting things planned for gala day.

Our gala theme is **Disney v Marvel**

Congratulations to Taylor Castle & Alissa Simon who have been chosen as this years gala king & queen, I hope that you are both going to enjoy your week.

Gala week starts with:-

Saturday 3rd June - Sandcastle Competition - Port Laing beach from 1 – 3pm

Sunday 4th June - Raft Race - at the Marina (12pm - 3pm) Get all your friends together & get building, give those book club women a run for their money & see if you can beat them for best dressed raft. (they've already started planning)

Monday 5th June - Running Races – the Playing fields 6.00pm

Tuesday 6th June - Bike Races – the playing fields 6.00pm

Wednesday 7th June - Netball & football – the playing fields & Community Centre 6.00pm

Thursday 8th June - Scavenger hunt – Starting from The Albert (as there are elections on at the community centre) – 6.00pm

Friday 9th June - Kids Disco – Community Centre
Pre school – P4 – 6pm - 7pm
P5 onwards 7.15pm – 8.15pm

Gala Day – kids to meet at 11.30 at Albert Hotel to collect bits and pieces needed for the parade.

The parade will start from the pier at 12.15 & will be led by the pipe band up to the playing fields where the crowning procession will take place.

This year we are going to reinstate our fancy dress competition so get out your sewing machines and get busy for our Disney v Marvel theme.

We are always looking for people to help during gala week & if you are able to give any kind of support please see a committee member (visible with hi-viz vests) and let them know either before gala week or on the night before the races start,

Thanks again for everyone's support and see you all gala week

Ann Gordon

B981 Speed Limit

If rightly, there is a charge of, 'Inappropriate Speed', then surely there should also be a corresponding charge of, 'Inappropriate Speed Limit'!

Do you remember those days, before the Queensferry Crossing building works started, when we were able to drive up the B981, at the National Speed limit, straight onto the roundabout and onto the bridge – it's all a distant memory now as we daily struggle to get through the new multiple sets of lights and probably a very good reason why very many more of us are now taking the back road directly to Inverkeithing.

I had (perhaps wrongly) assumed that the reduction of the speed limit on the B981 was purely to facilitate the building works and that in due course, a higher speed limit would be reinstated. However, in papers presented to the South West Fife Area Committee on 17th March, it appears that the 30mph limit is to be retained without any justification save that there are street lights along the road.

This seems illogical when EVERY road from the B981 traffic lights is to be at 40mph – why then are we being singled out – are we less competent than drivers in Rosyth? Is the new, wide, B981 with its sweeping curves, so much more dangerous than the vastly more complex road from the traffic lights North to Rosyth?

This matter was raised at the last North Queensferry Community Council (NQCC) meeting and the decision taken then was for this article to appear in the Ferry News to assess whether there is resident support for the case to be revisited.

So if you agree that the proposed speed limit for the B981 is inappropriate, would you please communicate this to the Secretary of the NQCC at

<http://www.nqcc.co.uk/feedback.asp>

Contributions

for the next issue

are to be with us by

Friday 6th October 2017

to:

7 Carlingnose Park

E: mary@ferrynews.org.uk

Village Show

Saturday 9 September 2017

Plans are well in hand for the village's annual show which will take place at the Community Centre on Saturday 9 September.

By assessing past entries we have come up with a few changes in the schedule this year which exhibitors might like to note:-

More categories for the arts and crafts section as well as introducing a new knitted category whereby the exhibits(1) will be donated to a designated charity. There is a new section on plant photography in the photographic section. In the children's section we have added a new category which is open to children of all ages: 'My Favourite Packed Lunch'.

Discontinued classes for adults include: Vegetables: leeks; Flowers: roses, 3 blooms of any variety; one vase of pinks/carnations, 3 stems; Eggs and Preserves: fruit cordial, homemade wine; Crafts: Hobby craft. In the children's section this year there are no categories for marshmallow top hats, cup cakes and growing a fruit /vegetable tops.

The Village Show has one big change from previous years: in the past exhibitors were awarded a point (towards a trophy) for each exhibit. This year exhibitors will be given a point for each class they enter. For example if an exhibitor has five entries for one class he/she will only receive one point towards a trophy.

(1) Knit a teddy bear for a child in need and it will be sent to 'Knit for Peace' (knitforpeace.org.uk). See their preferred pattern below..

Whatever your skills from gardening and baking to photography and flower arranging, from knitting to painting and drawing - come show your skills to the village on 9 September.

Fast and easy teddy pattern

Materials:

Use the appropriate size of needles for the yarn you choose. The weight of the yarn will determine the size of the bear. Size 3.75 with double knitting yarn would be a good match.



Pins to hold bear together while sewing; a tapestry needle; synthetic flame proof stuffing; dark coloured yarn for eyes, nose and mouth.

Pattern:

The bear is worked in stocking stitch throughout and is knitted from the feet up, over the top of the head and down the other side to the feet again.

Begin with the legs and work two.

Cast on 8 stitches and work 16 rows. Break the yarn and leave the stitches on the needle.

Cast on another 8 stitches and work another 16 rows.

To work the body, knit across both legs and then work 12 rows.

To work the arms, cast on 8 stitches at the beginning of the next 2 rows. Work 8 more rows, then cast off 8 stitches at the beginning of the next 2 rows.

To make the head, work 38 rows on the 16 stitches you have left.

To make the second side of the arms, cast on 8 stitches at the beginning of the next 2 rows and work 8 more rows. then cast off 8 stitches at the beginning of the next 2 rows.

To make the second side of the body, work 12 rows.

To make the second side of the legs, work the first 8 stitches and then work 16 rows on these stitches. Cast off. Return to the remaining 8 stitches and work 16 rows on them. Cast off.

To make up the bear, fold the knitting in half and line up the sides, pinning if necessary. Using mattress stitch and working on the right side, sew around the bear leaving an opening at the crotch area.

At the ears, arms and feet, round off the sewing up. Before inserting the stuffing, create the ears by stitching across the head at an angle, making 2 triangle-shaped ears.

Create eyes and a nose with yarn. Stuff the bear shaping the head as you go. Close the crotch area.

Pilates Classes



8 week block booking £72. Booked in advance.

Suitable for all fitness levels. Small class numbers.

Class Timetable

Monday	6.55-7.55pm	SQ Rosebery Main Hall
Monday	8.00-9.00pm	SQ Rosebery Main Hall
Tuesday	10.30-11.30am	SQ Rosebery Small Hall
Tuesday	12.30-1.30pm	Cramond Kirk Main Hall
Wednesday	10.00-11.00am	Davidsons Mains Parish Church
Thursday	9.55-10.55am	Dalgety Parish Church
Thursday	11.05am-12.05pm	Dalgety Parish Church
Friday	10.00-11.00am	NQ Community Centre

Contact: Amanda Johnstone

8 years Qualified & Experienced Mat Level 3 Instructor

Tel: **07787 321571**

Email: amanda@simplypilates.org

Web: www.simplypilates.org

Community Council

Many people consider North Queensferry to be a quiet peaceful haven where little happens, however in the first four months of 2017, our calm exterior has hidden a great deal of activity most of which could have a directly affect residents in the future.

The consultation over the proposed new flight paths for air traffic from Edinburgh Airport came 'as a bolt out of the blue' to most of the village. The initial consultation by Edinburgh Airport had started on 6 June 2016: the Community Council received five months later the Airport's 'Initial Consultation Report in November 2016' proposing flight paths which would have minimal impact on North Queensferry. The second consultation not only appears to have missed out North Queensferry but also to have serious implications for the village: two of the latest proposed flight paths are directly over North Queensferry. Your councillors have supported residents to reply to this consultation while working energetically to compile a response document from the Community Council stating the concerns of village residents. Please see a copy of this document in this Ferry News.

The first four months of this year have also seen your Community Council involved in discussions with Fife Council over the location of the Beamer Light Tower. Fife Council have expressed concern over village reluctance to have this tower placed near the Community Centre and overlooking the M90 and are questioning the result of the opinion poll held in July 2015 which suggested that the light should be placed elsewhere and near the river. Fife Council is now carrying out a further consultation, as part of which a drop-in session is to be arranged.

The usual monthly meetings held in January, February, March and April have as always held opportunities to receive reports from the local police, our local councillor, village groups such as the Community Centre and Heritage Trust as well as the Community Council's treasurer and a chance to consider local planning applications. Such agenda items form the basis of all our meetings while other village issues 'come and go'. Other actions ongoing over the last four months include encouraging Scotrail to improve the station steps which have dangerously narrow treads but which also lack effective handrails; working with Transport Scotland to remove the large amount of plastic blown off the new bridge and on to our shoreline; considering an orientation and signage strategy for South and


North Queensferry initiated by Queensferry Ambition and the Forth Bridges Forum, discussing defibrillators for the village and considering information from the Fife Coast & Countryside Trust about the Pilgrim's Way in Fife.

You will find over a copy of a letter sent by Ian Mitchell, chairman of the Community Council, to Edinburgh Airport Consultation in response to the proposed new flight paths.


The Community Council meets on the second Thursday of each month in the Community Centre. The June venue, however, needs to be confirmed as the centre will be 'out of bounds' due to the general election.

Secretary wanted now!!

Would you like to become involved in the Community Council? Are you free to attend the monthly NQCC meetings? Would you / could you focus on taking the Minutes while all discussions go on around you? Would you be interested in developing the local communication options for your Community Council? If you are interested please let the Community Council know via the website, www.nqcc.co.uk or contact one of the Councillors listed on the website.



A STRAWBERRY TEA
STRAWBERRY ICES, SCONES
AND CAKES



North Queensferry Church
SATURDAY 12th AUGUST
2 pm – 4pm

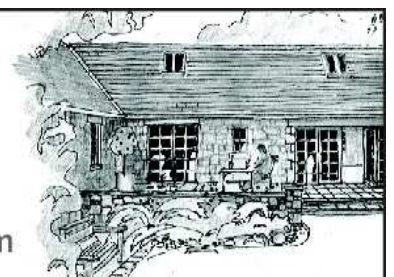


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NORTH QUEENSFERRY COMMUNITY COUNCIL

North Queensferry Community Centre
Brock Street
North Queensferry

3rd May, 2017

Edinburgh Airport Consultation,
Edinburgh Airport,
FREEPOST
Edinburgh.

Dear Sirs,

I write as Chairman of North Queensferry Community Council on behalf of the Council in response to the Edinburgh Airport Flightpath Consultation Document. You have previously received an emailed response by Mary Finlayson on behalf of the Community Council, to which I refer and which I support. This, however, is the definitive response.

The position of the North Queensferry Council is that it strongly disagrees with all of the options. It does so because the residents of North Queensferry have a number of concerns in relation to the risks to which North Queensferry is exposed by, in particular, routes D0 and E6 but is of the opinion that so deficient is the Consultation Document that it is impossible to discern any reliable evidential basis upon which any informed judgement of the risks attaching to any of the route options can be formed.

In particular, current CAA guidelines state that consultation materials are required to be 'clear, consistent and readily accessible.' The present consultation document satisfies none of these requirements.

First, its *purpose* is unclear.

Under 4.1 "What is this consultation about?", the consultation explains that the proposal seeks to replace existing radio beacon controlled conventional routes with more precisely controlled RNAV routes which have not yet been finalised. It goes on to present options for possible routes. It states "These changes are fundamental to Edinburgh Airport's continued development". There is no supporting information or data by which this statement may be tested.

In the next section, 4.2, the document states that "This consultation is not related to air traffic growth or the airports growth in general." Despite this assertion, under "operational" in 9.1.4, the comment "Our preferred option allows for future growth" is presented as a criterion for selection.

In its Master Plan, EAL indicates an intended expansion of Cargo capacity which must result in increased flight plan requirements. In light of this, the above statement on the purpose of the consultation appears to be at least veiled and disingenuous.

Publicly available figures indicate that while the number of passengers transiting Edinburgh Airport has grown substantially from 1m per year to more than 11m, the number of flights is now less than it was in 2007 due largely to the use of larger aircraft. In these circumstances, the document presents no clear rationale for the creation of new flight paths.

The consultation document in confining its purpose to the need to upgrade navigational standards hides the preference by EAL to increase flight frequency and hence capacity to the maximum allowed by the more precise flight path control technology, although this is obliquely referred to in statement that the new technology will allow EAL to more efficiently manage peak traffic to allow flights every minute rather than the present 3 minute interval.

Further, there are no current limits on airport capacity other than technical and flying hour restrictions. The latter is poorly regulated and night flights are not forbidden.

Taking all these matters together, it is difficult for those who respond to have any clarity as to the supposed purpose of the Consultation and, therefore, meaningfully to engage with it in an informed manner.

Second, the Consultation is not accessible (in both senses of that word) to residents in North Queensferry

In the first Consultation held in 2016, the community of North Queensferry was outside any of the routes indicated in that consultation. It is currently affected by overflights from runway 06 on approximately 70 days per year which flights do not directly overfly – the current operational flight path for traffic from runway 06 is to the north over Inverkeithing.

However, in the second consultation, Route D0 is now presented as EAL's preferred route out of runway 024. This directly overflies North Queensferry at a projected height of approximately 4000-7000ft. Also, in the second consultation, Route E6 is presented as EAL's preferred route out of runway 06. This, like D0, is a change to the flight corridor from the first consultation. This new route also directly overflies North Queensferry projected at 4000- 6000ft making North Queensferry subject to one of the largest changes in environmental impact of any of the overflowed communities. These are major changes between the first and second consultations, but they are changes the existence and significance of which to residents in North Queensferry is at best opaque in the second consultation document, not least because of the absence of any specific reference to North Queensferry in the document whereas much smaller communities which are potentially affected by proposed changes are named.

Furthermore, there is no record in Council minutes of any notification from EAL to the village of either of these changes until 4th April, 2017. No presentations were given to the village to which the affected residents were invited. The residents have therefore not been "consulted" in a time frame that could reasonably allow an informed response, even if the available consultation documentation were fit for that purpose.

Fundamentally there is an unreasonable expectation in this second consultation that members of the general public will have been alerted to the risks to which they are potentially exposed, and then to have had time and resources to access technical expertise in order to be able to fully understand the health, environmental and economic impacts of the flightpath options presented and to develop an informed and considered response.

In these circumstances, the first and necessary condition for consultation has not been met, either for the public generally or, particularly for residents of North Queensferry.

Third, there is a number of issues in the second consultation which are not at all clear or consistent.

The information on which to assess those routes which affect North Queensferry most directly, is neither clear nor accessible. The consultation document is phrased in jargon and makes extensive use of acronyms. As a Community Council we have very limited resources which do not extend to professional fees to interpret this poorly presented technical consultation document. This is even more the case in respect of members of the general public.

For both the D0 and E6 routes which are presented by EAL in the second consultation as being preferred, there are significant omissions, including information on timing and frequency of flights; there are no given criteria for allocation of flights either inward or outward to these routes; and inward flights seem to be completely missing from information regarding the preferred options. All of this leaves residents of the potentially affected communities, including North Queensferry, to

have to rely on guesswork as to the extent of the impact upon them. This is of particular concern to North Queensferry as it would be exposed to the effects of overflying almost all the time as, when the D0 route is not used, it would be replaced by the E6 route and *vice-versa*.

Fourth, Residents have a number of specific concerns which are inadequately addressed in the Consultation document.

(a) Under heading 9.1.4, *Community*, **noise** is presented as the primary issue raised by communities. Noise and its impact on health, the environment and the local economy remains the main concern of North Queensferry residents.

In the second consultation, EAL defers to a “Noise Consultant” who has been engaged, but who is not there identified, nor is his or her report presented in full. This makes it extremely difficult to test his advice which is presented as “to minimise residential exposure through population density mapping and fly over less-populated communities”.

It is meaningless to have these bland, untestable assurances. The Consultation states that “Once a decision has been made and approved by the CAA regarding a preferred route to be implemented, we will engage with the communities impacted regarding an update to our Noise Action Plan and Insulation Scheme.” Such post event consideration is meaningless to any consultative process.

The reports on noise are very technical and not translated into real personal or socially understandable language. There is a referenced report from the Environmental Research and Consultancy Department of the CAA on noise for the flight path proposals. In this technical document there are three different technical measures of noise and the measure used in figures in the main consultation document is Lmax, supposedly maximum noise levels, but in that report, Lmax predictions over North Queensferry are stated as being no more than 75db whereas in another map SEL noise exposure levels are shown as being greater than 80db.

The db scale is a geometric progression and 80db is more than twice as loud as 75db. Current background levels of noise in North Queensferry away from the rail bridge are less than 65db. A noise level of 80db is more than 16 times greater than local background levels. Noise is also cumulative. The models used for the predictions used in the consultation have not been compared to actual noise levels recorded under various cloud and weather conditions and so are based on guesswork. Spot checks in the Livingston area have indicated that actual levels may be higher than predicted.

For North Queensferry, these considerations make evaluation of noise and its consequent impacts fraught.

Furthermore, noise levels contribute to stress and health risks. There is no reference in the consultation to any of the widely available studies on health, environmental or economic outcomes from airport noise such as *S. Stansfield & C. Clark Current Environmental Health Report, June 2015*. These widely available and respected studies show that, within the studied areas, there is a measurably increased risk of heart disease, stroke, depression and retardation of learning in school children. North Queensferry residents cannot expect to escape comparable impacts, nor does the Consultation document provide any credible basis for suggesting that they will so escape.

North Queensferry has a primary school of which it is proud. The school will be directly under the preferred flight paths. From analogy with the above study, it can be concluded that Pupils can be expected to suffer from lower attainment levels.

North Queensferry also hosts the start of the Fife Coastal path and the Pilgrims Way. The Fife Coastal Path is a well used recreational path along which walkers seek to explore in quiet surroundings the unique birdlife, the littoral environment and the mixed rural and village landscapes

available to them in this area. Introduction of overhead flights is likely to severely diminish this community resource forever. Likewise with the Pilgrims Way. This pilgrimage route has been put in place to celebrate Scotland’s historic religious infrastructure of Abbeys, Universities and religious pilgrimage for over 1000 years. Additional noise levels from overhead flights is incompatible with such a contemplative experience.

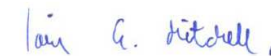
(b) Thus noise shades over into issues of adverse effect of **health, education**, and also in terms of **adverse economic consequences**, including not only an adverse effect on property prices but a wider effect on the economic wellbeing of the village, including an adverse effect on tourism - the effect on the Fife Coastal Path and the Pilgrims Way, but also on the **Forth Bridge World Heritage Site**.

(c) A balanced analysis of risk requires that there is consideration not only of the likelihood of an adverse event, but also the consequences should such an event occur. **Bird strike** is such a possible adverse event. That may be a risk inherent in any flight path, but the problem with routes D0 and E6 is that they overfly transport links (the road and rail bridges and the Queensferry Crossing) which are critical to the National Economy. What appears to be missing from the Consultation document is any reasoned assessment of this risk as to the gravity of its consequences as well as its probability of occurrence, for these flightpaths, as, indeed, for any of the other proposed flightpaths.

In Conclusion, we are aware that a large number of individual responses has been submitted. They may well canvass these issues or other matters of concern. The point is, that for a meaningful Consultation, there should be a proper, clear, accessible, reasoned evidential base for discussion without which it will remain unclear whether concerns are fully justified or may be allayed. Members of the public, and, indeed, Community Councils cannot be expected to be able to gather and digest that evidence by themselves. EAL, which does, or which ought to have, access to that information, has a heavy onus upon it to make it available to enable informed responses and reasoned discussion. It has failed to discharge that onus.

For these reasons, at this stage and until a meaningful consultation is provided by EAL, North Queensferry Community Council cannot support any of the proposed options for flight path changes.

Yours faithfully,



Iain G. Mitchell QC
Chairman,
North Queensferry Community Council.

Ferry Birds – Jan to May 2017

The seasonal change in the local birdlife is well under way. Most of the **redshank** that spend the winter in West Bay have left for their breeding grounds as I found only 4 there in the middle of April. The **oystercatchers** that share the bay have probably dispersed locally while the **curlews** move inland and breed on upland moorland in Scotland. The bay at the moment is quite quiet as the **black-headed gulls** have also moved to their inland breeding sites in boggy ground near small lochs. However the **herring gulls** seem to stay around and can be very noisy at times. There is also a **lesser black backed gull** which seems to think that the top of the school roof is its fiefdom. Several **shelducks** have spent time in West Bay during the winter with at least 13 on the 24th of February and 1 or 2 on the floating mooring at the beginning of May.

The most numerous winter visitor to our coasts is the **red-breasted merganser** which gathers in flocks off Port Laing. I counted about 75 on the 20th of February and 30 on the 21st of March. About the same number were there on the 15th of April but I could only find 2 the next day. The other duck wintering around our shores is the **golden-eye** which seem to like Inverkeithing Inner Bay as well as Inverkeithing Bay. Both of these ducks put on a show in spring as the males try to impress the females with a head tossing routine before they leave for their riverside breeding grounds in the Tay and Spey valleys. There were several **little grebes** to be seen from the coastal path from Carlingnose to Cruickness Point and Inverkeithing throughout the winter but the **great-crested grebe** is now much scarcer than it used to be. My maximum count was about 10 off Cruickness Point.

The first sign of breeding activity amongst the sea birds was, of course, the **fulmars** on Inchgarvie. I saw them first on the 17th January but they disappeared by the next day. This coming and going carried on 'til early February and now there are always some on the island and 3 or 4 pairs on the quarry face above Deep Sea World.

The first summer visitor to be heard and seen was the **chiffchaff**. The first I heard was on the 19th of March and there were several around the village soon afterwards. Other warblers soon followed and there is often a **blackcap** singing on The Brae and **willow warblers** by the coastal path. I saw **sand martins** flying in the quarry on the 8th of April but haven't seen them since and I have still to see a **swallow** or **house martin** in the village. I saw my first **Sandwich terns** off Cruickness Point on the 15th of April and I have heard them flying over the village on several occasions since. No **common terns** have arrived yet though.

My sightings of our less common birds have included a **sparrowhawk** over The Brae on 6th of April, a **peregrine** going south over Ferryhills Road 10 days later and a **raven** crossing Inverkeithing Inner Bay on the 18th of January. There was also a **raven** and 2 or 3 **crows** seeing off a **buzzard** above the quarry on the 4th of May. While I was looking for **sand martins** in the quarry on the 16th of April a **goldcrest** was feeding in a hawthorn bush about 8 feet away! It is Europe's smallest bird weighing 4 to 6 grams which translates to about 6 to the ounce!

As usual a plea to leave some of your garden unmanaged so that the insects and other invertebrates on which many of our birds depend can thrive.

John Done



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Boat Club

Ahoy there! Is your boat ready to launch and do you need a summer mooring? Please come and join us! North Queensferry Boat Club is located at the old railway pier in North Queensferry and welcomes anyone who has an interest in all things nautical. We currently have approx 80 members and we would love for you to consider joining us for the 2017 sailing season. 2017



Memberships are available NOW. An Adult Membership is only £75 and we have moorings available now in the West & Wee Bay. Moorings are available April - Oct and are £70 pa. Facility and storage fees are payable to NQCT.

If you would like to know more, please visit our website:

www.northqueensferryboatclub.co.uk, where there are full details and all prices are listed. For our members we also organise days out on the water, a few social events and information sessions. If your boat is under 35ft in length and isn't a fin keeler, we could be the club for you. Unfortunately, as our mooring area dries out at low tide, your boat needs to be able to sit on mud. You can also contact the club directly by emailing:

membership-secretary@northqueensferryboatclub.co.uk
OR

secretary@northqueensferryboatclub.co.uk.

Alternatively, pop down to the club at the weekend for a blether and a cuppa! If you are using a satnav to visit us, our postcode is KY11 1HW.

We hope to hear from you soon. Have a safe boating season!

North Queensferry Toddlers

are looking for new parents to join our friendly and fun group!

We meet every Thursday morning at the Community Centre. With loads of toys and a small soft play there is plenty to keep babies and toddlers amused while parents have a well-earned cup of tea or coffee. It is a small group so it's a great way for you and your child to make friends and find out what is going on locally. We have regular events such as Easter Crafts, Sports Day, Halloween and Christmas Parties. We also have days out to The Beach, The Fire Station, Soft Play etc. There is also a Facebook page and WhatsApp group for arranging playdates.

The Group meets between 9.30 and 11.15am every week and we are also open during School holidays. Even if you cannot make it along regularly do pop by whenever you can and do let us know if you would like to be kept up to date on special events.

Babies are welcome and Mums with Bumps who want company too. Your first week is free and after that it is £1.50 each week to cover the cost of tea, coffee and a healthy snack for your child.

Everyone is welcome and we look forward to seeing you there!

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