



## **Forth Replacement Crossing South Community Forum Meeting Minutes**

**Meeting Location:** FRC Contact and Education Centre, South Queensferry  
**Meeting Date/Time:** 24 February 2016  
**Subject:** South Community Forum

**Participants:** **Community Representatives**

David Buchanan (DB), Kirkliston Community Council  
Doug Tait (DT), BRIGS  
Grant Sangster (GS), QDCC  
Keith Giblett (KG), QDCC  
Bert Scott (BS), BRIGS/  
Cramond and Barnton Community Council  
Tim Beesley (TB), Newton Community Council

**City of Edinburgh Council**

David Sinclair (DS), City of Edinburgh Council

**Transport Scotland – Employers Delivery Team (EDT)**

Alan Shirley (AS), Head of Policy, Governance and Stakeholder  
Liaison  
Charles Cozens (CC), Finance & Governance Officer  
(Secretariat)

**Forth Crossing Bridge Constructors (FCBC)**

Katrina Bruce (KB), Assistant Community Liaison Officer  
Ewen Macdonell (EM), Community Liaison Officer

**Apologies**

Lawrence Shackman, Project Manager  
Doug Ross, BRIGS  
Les Chapman, BRIGS  
Janet Thornton, Newton Community Council  
Peter Fitzgerald, BRIGS

<b>1</b>	<b>Welcome and Introductions</b>	
1.1	<p>Meeting chaired by AS.</p> <p>Apologies were noted as above.</p>	
<b>2</b>	<b>Review of Minutes and Outstanding Actions</b>	
2.1	<p><b><u>Review of Minutes</u></b></p> <p>The Minutes of the meeting held on 25 November 2015 were approved with changes at:</p> <ul style="list-style-type: none"> <li>• 2.1 – change of meeting date from 20 May 2015 to 26 August 2015</li> <li>• 5.5 – change LC to DT</li> <li>• 5.6 – change LC to DT</li> </ul>	Noted
2.2	<p><b><u>Outstanding Actions</u></b></p> <p>There were two <b>outstanding actions</b> from the meeting of 25 November 2015:</p> <ul style="list-style-type: none"> <li>• <b>SCF251115/7.1</b> – LC asked whether the drains had been installed in Echline fields as yet and whether one was installed adjacent to the footpath to allow for proper drainage? EM confirmed that drains had been installed in Echline Fields, however he was uncertain if there was one adjacent to the footpath but would check this.</li> </ul> <p>EM confirmed in a post meeting note that that there is still approximately 1 kilometre of 225mm diameter drain to be installed adjacent to the footpath/cycleway from the B924 down to the SUDS pond. The installation of this is expected to start shortly.</p> <p>Further to circulation of the minutes EM advised that the drain is in fact a <b>375mm</b> diameter drain and not the previously mentioned 225mm.</p> <ul style="list-style-type: none"> <li>• <b>SCF251115/7.3</b> - DT asked for a meeting with a member of the EDT to provide further explanation on the 2nd year traffic monitoring statistics and how the numbers provide evidence that traffic has diverted off the A904.</li> </ul> <p>A meeting was held between an EDT representative (Steven Brown), DT and LC on the 9 February 2016. Now that SB understands the exact nature of the query</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>

	he has undertaken to investigate the query and respond in due course.	
<b>3</b>	<b>Employer's Delivery Team (EDT) - Update</b>	
3.1	<p>AS provided an update on EDT activities over the last 3 months together with upcoming events, noting the following:</p> <p><b><u>Forth Road Bridge Closure</u></b></p> <p>During the FRB closure local residents asked if any additional works could be undertaken that would normally involve overnight closures or additional traffic management.</p> <p>FCBC re-evaluated their programme and sought to undertake any works that would benefit from the reduction in traffic and disturbance.</p> <p>One such area was the construction of 'crossovers' allowing the A90 southbound traffic to run on the southbound public transport link and the A90 northbound traffic to run on the previous southbound carriageway. This would originally have been done using overnight and weekend restrictions. These were instead undertaken during normal working hours. These changes are now in place and will allow works to commence on the permanent tie-ins to the carriageways around the south of Queensferry.</p>	Noted
3.2	<p><b><u>FRC Reduced Budget Range</u></b></p> <p>In December 2015 the project announced another revision to its budget, reducing the overall outturn cost by a further £50 million, bringing the new budget range to £1.325bn – 1.35bn. The overall savings on the project now total £245m.</p>	Noted
3.3	<p><b><u>Annual Project Update Briefings</u></b></p> <p>Annual Briefings to Elected Representatives, Media, Wider Stakeholders and members of the public were held on the 26 and 27 January, it was noted that some members of the forum attended these events.</p> <p>An Information Day was also held on Saturday 30 January when the Project Exhibition was also reopened (attended by AS and EM) - 96 members of the public visited on the day.</p>	Noted

	<p>The briefings were well attended with 240 people attending over these events.</p> <p>The Project Exhibition will now remain open every Saturday for the remainder of 2016.</p>	
3.4	<p><b><u>Infrastructure and Capital Investment Committee appearance:</u></b></p> <p>As part of our regular communication with the Scottish Parliament to keep Parliament informed on the progress on the project, David Climie and Lawrence Shackman have been invited to appear in front of the Committee on <b>Wednesday 2 March</b>, the appearance is expected to commence at around 10:00 and members of the public may watch if the wish.</p> <p>As these sessions are broadcast live on Parliament TV, Forum members will be able to watch this session online if they so desire.</p>	Noted
3.5	<p><b><u>Compensation claims</u></b></p> <p>To date, we have received approximately <b>136</b> claims from the 316 owners/occupiers/lessees in relation to the FRC General Vesting Declaration's carried out in April and June 2011. (There has been no change to the number of claims received since the last meeting)</p> <p>Of these:</p> <ul style="list-style-type: none"> <li>• <b>37</b> claims have been settled in full (no change since the last meeting)</li> <li>• <b>29</b> claimants received 90% part payments (increase of 1 since last meeting). The part payments are as a result of advance payment requests from the claimants.</li> </ul>	Noted

3.6	<p><b><u>Contact and Education Centre</u></b></p> <p><b>Schools Programme</b> – on-going. As at end January <b>over 11,200</b> school pupils have visited.</p> <p><b>FRC Presentation Series</b> – held on the last Friday of the month for the public, over 1100 people attended in 2015 (March - October). These will recommence on Friday 26 February - 27 February and will be held on the last Friday <b>and</b> Saturday of each month for the remainder of 2016.</p> <p><b>Project Exhibition</b> - over 4,500 visitors in 2015. Over 12,500 visitors since April 2013. The Project Exhibition reopened on 30 January 2016 with 96 visitors attending the Annual Project Update briefings. The Project Exhibition will be open every Saturday for the remainder of 2016.</p> <p><b>Outreach and Education Programme</b> - Presentations delivered as part of the wider programme have now been attended by almost <b>19,000 people</b> interested in hearing more about the FRC Project. Overall, <b>over 42,000</b> have attended the wider outreach programme.</p> <p><b>Exhibition Room Information Boards</b> - updated prior to January briefing sessions.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
3.5	<p><b><u>Social Media</u></b></p> <p>A new video was released on 30 December showing progress during 2015. The video was widely picked up and used by online media platforms and social media. The video has <b>over 14,500 views to date</b>, over 11,000 of these views in the first 24 hours following publication. Over 100,000 people have watched project videos on the Queensferry Crossing YouTube channel.</p> <p>Official Queensferry Crossing twitter account <b>@FRC_Queensferry</b> has attracted over 100 new followers this month and now has a total of 1,939 followers. With over 74,500 twitter impressions during December and January.</p>	<p>Noted</p> <p>Noted</p>
4	<p><b>Forth Crossing Bridge Constructors (Principal Contract) – Update</b></p>	
4.1	<p>EM provided a slide presentation to Forum members that included photos of the work currently on-going, progressing from south to north:</p>	

	<ul style="list-style-type: none"> <li>• <u>Southbound Public Transport Link</u> – temporary traffic switch onto this link for A90 southbound traffic took place in December. Northbound traffic also switched to the southbound carriageway to facilitate tie in works to the new motorway approach road. A barrier will eventually be erected to separate the old A90 and the new A90 sections.</li> <li>• <u>Dundas to South Abutment</u> – sub-base, drainage and ducting are all complete and blacktop will be laid over the south network over the coming months.</li> <li>• <u>South Abutment</u> – works progressing well, with the shared footpath/cycleway from Echline around the South Abutment.</li> <li>• <u>South Approach Viaduct</u>– Reinforced concrete deck well underway on the SAV, cantilever pours 5m either side of each carriageway will follow soon. The cofferdam steelwork for each pier will be cut down below low water level. All of the concrete deck and cantilevers will be poured in-situ unlike the main crossing deck slab which is being precast in our casting sheds at the North Quay.</li> <li>• <u>Towers</u> – The internal stairwells for each of the towers have been installed, these go from foundation to tower top. Additionally a lift will be installed from deck to top. The temporary trestles are now no longer required, other than for housing offices and welfare facilities.</li> <li>• <u>Deck Sections</u> – 41 of the precast reinforced concrete topped deck sections have now been lifted into place out of 110.</li> <li>• <u>North Approach Viaduct</u> – Launching got underway on Saturday 6<sup>th</sup> February 2016 and is targeted for completion by end of February. When the launch is moving it goes at 100mm per minute. We reckon it is the most complex launch ever attempted in the UK. In total 222m of steel (146m full width tubs plus 76m twin box girders – just like the SAV – with the deck concreted over the last 40m for ballast) will be pulled across piers N2 and N1, and temporary piers to its final resting place approx. Once pulled out there will be a gap to fill – that'll be done in the spring and we will be able to walk across to a tower (the north) from dry land for the first time.</li> <li>• <u>Ferrytoll Junction</u> – Due to the FRB closure in December there was no traffic - other than FCBC</li> </ul>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
--	---	---

	<p>construction vehicles - on the network full advantage of the emergency closure was taken and vital works both north and south were undertaken There was a downside to the closure though – FCBC had to haul concrete from north to south via Kincardine and blacktop from south to north via Kincardine – an additional mileage of circa 80 miles. FCBC have now diverted traffic onto the realigned carriageway on narrow lanes Northbound, with Southbound to be switched imminently.</p> <ul style="list-style-type: none"> <li>• <u>Connecting Roads North:</u> The traffic light junction at King Malcolm Drive/Castlandhill Road is under construction with the realignment of first few hundred meters of Castlandhill Road ongoing. The A90 will become M90, and we will be separating cars and buses at Ferrytoll Park and Ride. The junction will become one big roundabout with traffic lights (gyratory) instead of three.</li> </ul> <p>Email alerts relating to the works at Ferrytoll are being issued for those who sign up for them at <a href="http://www.frc-ferrytoll.info">www.frc-ferrytoll.info</a>. The current phasing can also be viewed here.</p> <p>Information is also posted on the FRC section of the Transport Scotland website as part of the ‘Weekly Traffic Management Update’ updated at the end of each week: <a href="http://www.transportscotland.gov.uk/information-road-users">http://www.transportscotland.gov.uk/information-road-users</a>.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
4.2	<p>AS provided a brief note on the opening of the Queensferry Crossing informing members of the following:</p> <ul style="list-style-type: none"> <li>• Since the Public Briefings at the end of January we have had an increase in enquiries relating to the opening celebrations for the Queensferry Crossing.</li> <li>• We are currently looking at a range of issues relating to the opening celebrations and we will provide an update at the May meeting in order to engage with members about taking forward proposals from the local communities.</li> </ul>	<p>Noted</p> <p>Noted</p>

4.3	<p>DT asked EM if there was an issue with the blaes slopes on the A90 in Fife prior to the FRB Closure?</p> <p>EM confirmed that there was initially an issue with saturated topsoil due to the severe rainfall experienced, however the issue has been rectified and they are confident this has been addressed in the long term.</p>	Noted
4.4	<p>DT asked how the traffic will merge at the public transport links?</p> <p>EM confirmed that the tie in for the northbound public transport link is before the B800 bridge on the Northbound carriageway, whereas the Southbound link is adjacent to the existing A90 and will be alongside the new A90 under a separate span of the B800 bridge. The existing A90 will be barriered off where this connects with what will be the new road just north of the B800 bridge.</p> <p>KG followed up, asking what the final road layout for the FRB gyratory from its point at the new A90, which will be barriered off, heading onto the FRB and as you leave the FRB heading south towards the new gyratory.? This is raised as City of Edinburgh Council planners have a theory about pedestrian access via a footbridge from the Ferrymuir Tesco site to the new Builyeon Rd housing site that they have put to the developers.</p> <p>EM confirmed that the road would no longer be in general use for vehicles other than buses and taxis using the southbound public transport link ; however the layout would persist for emergency use. Regarding the existing slip roads, we are unsure how these will be blocked but will investigate.</p> <p><b><u>Post meeting Note</u></b></p> <p>EM checked with the Designers and can confirm that the barrier system has yet to be designed.</p>	<p>FCBC</p> <p>Noted</p>
4.5	<p>KG asked if media will be invited to the last deck lift?</p> <p>AS confirmed that there will be various milestones throughout the year that may involve the media, any events will be notified to forum members.</p>	Noted
4.6	<p>GS asked if the new A90 carriageway will be dual carriageway with hard shoulders or a 3 lane carriageway the same as the current A90?</p>	



	<p>EM confirmed that the carriageway would be 2 lanes plus a hard shoulder , the new carriageway will have special status to allow non-motorway traffic to access the Queensferry Junction prior to the A90 sections becoming the M90. The length of road affected by the special status will be provided for the next Community Forum.</p> <p><b><u>Post Meeting Note</u></b></p> <p>The A90 between the Scotstoun Junction and the Queensferry Junction will be dual 3 lanes plus hard shoulders and have special status, classing it as a dual carriageway with restrictions on pedestrians and cyclists. This will allow non-motorway traffic access and egress into Queensferry from Edinburgh.</p> <p>The special status is both north and southbound.</p> <p>Between Ferrytoll and Admiralty this will also be dual 3 lanes plus hard shoulders with the Queensferry Crossing being dual 2 lane plus hard shoulders.</p>	<p>FCBC / EDT</p> <p>Noted</p>
<p>4.7</p>	<p>TB asked if the project was still on programme?</p> <p>EM stated that the project is still on programme for December 2016, the biggest issue going forward will be high winds and inclement weather. Despite weather the morale on the project is still very good but as expected poor weather can affect varying activities.</p>	<p>Noted</p>
<p>4.8</p>	<p>KG has been asked by many local residents who will be permitted to use the FRB?</p> <p>AS confirmed that the FRB would be accessible to non-motorway traffic including learner motorcycles up to 125cc, the exception to this would be learner drivers in cars. The list of applicable traffic will be noted in a post meeting note.</p> <p><b><u>Post Meeting Note</u></b></p> <p>Upon opening, the Queensferry Crossing will be given full motorway status and as such will have the same restrictions on traffic use as all motorways in Scotland. However, the hard shoulders on the Queensferry Crossing will also be designated to carry buses relocated from the Forth Road Bridge during periods of high winds.</p> <p>The FRB will consequently become a dedicated public transport corridor for buses and taxis together with</p>	<p>EDT</p> <p>Noted</p>

	pedestrians, cyclists, motorcycles (of a capacity of less than 50cc), learner motorcycles (of a capacity of up to 125cc) and agricultural vehicles.	
<b>5</b>	<b>Community Issues</b>	
5.1	<p>Four Items were raised under community issues by DT in advance of the meeting. With one item raised by TB at the meeting. These were:</p> <p><b>Echline Corner Footpath salting/gritting who is responsible for this?</b></p> <p>AS advised that this was previously raised at the South Community Forum on 25 February 2015 - (page 14, AOB, 7.1C) and noted the following:</p> <p><i>“A question was raised on who was responsible for gritting the footpaths at Echline Corner?”</i></p> <p><i>Darren Wraight and EM agreed to consider this and provide a response.</i></p> <p><b>Post Meeting Note from meeting 25 February 2015</b></p> <p><i>With regard to responsibility for winter gritting of footpaths, FCBC will grit any temporary footpaths that are in place, however all permanent or existing footpaths within the project will not be gritted by FCBC.</i></p> <p><i>The Council operates a priority system for the treatment of roads, pavements and cycle paths within the City boundary.”</i></p> <p>DT acknowledged that this was raised last February. However, he stated that while works were being undertaken at Echline Corner, FCBC undertook gritting of the footpath. Since construction has been completed no further gritting has been undertaken.</p> <p>AS advised that the project’s view remained the same as stated in February 2015 and asked DS to provide a response on behalf of the City of Edinburgh Council.</p> <p>DS advised that the council have a priority scheme to determine which footpaths are gritted based on risk, exposure and footfall. Unfortunately Echline Corner doesn’t come under the priority regime as there is not significant footfall to the area.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

	<p>DT pointed out that there is a high volume of elderly residents who live in the local area and would like the consideration to be made for this.</p>	Noted
	<p>DS noted DT's points and advised that it was unlikely to change the status of the area, however they could discuss providing a grit bin out with the forum.</p>	Noted
5.2	<p><b>What will the quality of road surface on Echline Fields footpath around the Bridge abutment be?</b></p> <p>DT advised that this point was raised by LC as he used walks his dog in Echline Fields and notes that the slope is very steep and he would like to know what sort of surfacing the footpath will have?</p> <p>EM confirmed that the surface of the intended route would be blacktop.</p>	Noted
5.3	<p><b>Mud and red shale on B800 / A904</b></p> <p>DT commented that when there was a heavy drive of HGV's there was lots of mud and shale being deposited onto the road and the roadbrush was out frequently. Recently there has been little issue with road cleanliness and FCBC have responded well to earlier issues, however, there was an incident where the road and pavement was dirtied for approximately a 10 day period.</p> <p>EM advised that if FCBC are running muck or blaes there are instances that this can be dropped onto the road at which point they will put the brush out to clean at a high frequency and if FCBC are responsible for the mess they will actively clean it up. To date there has been no complaints from either the Police or Local Authorities about the cleanliness of the road.</p> <p>DT added that this was not being raised as a complaint but wished it to be noted.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
5.4	<p><b>Echline Corner landscaping</b></p> <p>DT advised that there is no specific issue regarding the landscaping at Echline Corner, however he is concerned that the crocus' that were planted are not all flowering.</p> <p>EM advised that the landscaping will be checked to ascertain if there are any issues.</p> <p><b><u>Post Meeting Note</u></b> EM checked with the environment team who confirmed that</p>	<p>FCBC</p>

	crocuses are currently in bloom but more expected.	
5.5	<p>TB asked if there are any expected movements of HGV's through Newton?</p> <p>EM advised that there will minimal and infrequent deliveries through newton but would confirm the numbers.</p> <p><b><u>Post Meeting Note</u></b></p> <p>EM confirmed that through to December this year FCBC anticipate, on average two loads of blaes per day with peaks of 50 per day in Oct/Nov 2016 and up to 70 per day in Feb/Mar 2017 all supplying Ferrytoll area in the north and an average of 2 loads per day and the occasional day of up to 40 loads in the south networks in 2016</p>	<p>FCBC</p> <p>Noted</p>
<b>6</b>	<b>AoB</b>	
6.1	KG thanked the project for allowing the use of a meeting room in the evening on the 27 January.	
<b>7</b>	<b>Date of next meeting</b>	
7.1	<p>The next meetings of the forums will take place on the following dates:</p> <ul style="list-style-type: none"> <li>• North Community Forum: Wednesday 18 May 2016 at 7pm.</li> <li>• South Community Forum: Wednesday 25 May 2016 at 7pm.</li> </ul>	