



Forth Replacement Crossing South Community Forum Minutes

Meeting Location: FRC Contact and Education Centre, South Queensferry
Meeting Date/Time: 19 November 2014 – 7pm
Subject: South Community Forum

Participants:

Community Representatives

David Buchanan (DB), Kirkliston Community Council
Les Chapman (LC), BRIGS
Peter Fitzgerald (PF), BRIGS
Keith Giblett (KG), QDCC
Doug Ross (DR), LMRA/BRIGS
Grant Sangster (GS), QDCC
Bert Scott (BS), BRIGS/Cramond and Barnton Community Council
Janet Thornton, Newton Community Council

Transport Scotland – Employers Delivery Team (EDT)

Lawrence Shackman (LS), Chair and Project Manager
Alan Shirley (AS), Head of Policy, Governance and Stakeholder Liaison
Katrina McDonald (KM), Policy Manager
Aidan Merrilees (AM), Outreach and Education Assistant

Forth Crossing Bridge Constructors (FCBC)

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

City of Edinburgh Council

Darren Wraight (DW)

Apologies

Terry Airlie (TA), QDCC
Tim Beesley (TB), Newton Community Council
Doug Tait (DT), BRIGS
David Gough (DG), FCBC Commercial Director

1	Welcome and Introductions	
1.1	<p>Meeting chaired by Lawrence Shackman (LS).</p> <p>Apologies for this evening's meeting were noted as above.</p>	
2	Review of Minutes and Outstanding Actions	
2.1	<p>Review of Minutes</p> <p>LS invited comments on the minutes of the meeting held on 28 May and 27 August, which had been amended further to comments received by forum members.</p> <p>LC requested further changes to the minutes of meeting held on 27 August:</p> <ul style="list-style-type: none"> • 5.3 the sentence "A forum member mentioned that it had been announced that 900 houses were to be built at Springfield" should be changed to "A forum member mentioned that it had been announced that 900 houses were to be built at Dundas" • 7.1 The discussion had at this point was on the subject of traffic counters, not traffic cones. This should be corrected accordingly. <p>LS agreed changes would be made. Minutes of these meeting were agreed pending the changes mentioned.</p>	
2.2	<p>Outstanding Actions</p> <p>SCF28052014/6.8</p> <p>Log book records kept at construction sites by the contractor.</p> <p>DT asked what the rationale was for accepting the removal of this measure from the latest version of the plan.</p> <p>In response to this action, LS said that the Employer's Delivery Team were content to approve the latest revision of FCBC's Dust and Air Quality Management Plan. This was not a mandatory point for inclusion within the plan under the CoCP and EDT had accepted the reasons for the removal of the point; that it was not reasonably practicable or effective to log each and every vehicle.</p> <p>LC asked whether Community Councils had been consulted on the changes made and expressed the view that he thought logbooks were a useful tool in highlighting when deliveries were made outside of normal working hours, or not in accordance to the times/destinations that had been communicated by the project to residents.</p> <p>LS commented that although instances highlighted by LC may have occurred in a very small number of cases, it was</p>	

	not normal practice. LS confirmed that no further consultation was required. Further, LS stated that that consultation on this issue had been undertaken over a number of previous Forum meetings.	
2.3	<p>SCF27082014/2.4 Pathway at Springfield</p> <p>LS reminded members of the following response provided in relation to the same question raised at a forum meeting held on 23 August 2011:</p> <p>“Transport Scotland advised in September 2010, while there is no significant issue in providing a linking path across Echline field, which is land owned by the Scottish Ministers, there is a potential issue for the local community and particularly the landowner at Springfield in respect of the connection from Echline field boundary to the local path network within the Springfield estate. Resolution of this issue could be best managed by the local community via the community council and/or City of Edinburgh Council. Once that issue is resolved in terms of enabling removal of the fence and the creation of a linking path, an approach should be made to the Scottish Ministers. Scottish Ministers would be prepared to construct and fund the proposed path to the fence line at Springfield under the proposed scheme.”</p> <p>LS now expected discussions to take place between CEC and QDCC. LS did not expect the proposal to be a significant issue and provided a map showing the layout of the intended pathway.</p> <p>KG expanded by saying that along with GS, he had recently met with Henry Coyle, Neighbourhood Manager at City of Edinburgh Council to progress this item.</p> <p>KG thought it now a legal matter between City of Edinburgh Council and Transport Scotland. Procurement and ownership of the land would have to be decided, but work would likely to undertaken in Spring 2016.</p> <p>A request was made for a copy of the map shown to members to be circulated to all members.</p> <p><u>Post meeting note</u> A copy of the map was circulated to all forum members along with the draft minutes issued on 3 December 2014.</p>	
SCF19112014 /2.3		EDT
2.4	<p>SCF27082014/3.8 Contact and Education Centre Outreach and Education</p>	

	<p>programme To provide KG further information on the CEC Outreach and Education programme.</p> <p>Further information was circulated to Forum members on 9 November 2014.</p>	
2.5	<p>SCF27082014/7.4 Sharp turn exiting Echline farm house and cottages</p> <p>LS confirmed that the lane guard had now been pulled back (w/c 8 September).</p>	
3	Employer's Delivery Team (update)	
3.1	<p>LS gave an update from the Employer's delivery team</p> <p>Reduced Estimated budget for the FRC project Nicola Sturgeon MSP, the then Deputy First Minister and Cabinet Secretary for Infrastructure, Investment and Cities visited the FRC project on 06 October and announced a further £50 million savings on the estimated outturn costs of the project. The new budget range for the FRC project now stands at £1.35 billion to £1.4 billion.</p> <p>A cumulative total of £195 million worth of savings have now been released on the Forth Replacement Crossing project since construction started in June 2011.</p> <p>Positive articles had appeared in all the main press titles as well as featuring on the main lunchtime and evening news bulletins on both STV and BBC Scotland.</p>	
3.2	<p>B800 and A90/M9 Spur overnight closures Night closures on the B800 took place on 28, 29 and 30 October to allow installation of the beams for the south bridge of the new B800 bridge. This operation proceeded as planned.</p> <p>Similarly the 3 overnight closures of the A90 and M9 Spur south of Echline Junction for the central spans of this bridge went as expected. Installation of the final bridge beams for this bridge was completed on the 5 November.</p> <p>A further 2 nights of closure of the A90 west bound were utilised to complete the 3 advance ITS gantries at Scotstoun.</p> <p>The closures had all been advertised, work had progressed according to plan and no complaints had been received regarding this work.</p>	

	DB said that information from the project provided in advance was helpful in allowing the Community Council to keep residents well informed of works.	
3.3	<p>Ferrytoll Information Sessions</p> <p>Seven Ferrytoll Information Sessions were held within the local communities of Inverkeithing, North Queensferry and Rosyth, as well as the Contact and Education Centre. In total, 358 visitors attended the sessions.</p> <p>25,000 leaflets were also delivered to the local community and the Ferrytoll Park & Ride for commuters who use the area.</p> <p>A subscription service has been developed to allow users to receive updates about ongoing works in this area when information is updated on the TS website. Forum members have been signed to this service and should now be receiving updates.</p>	
3.4	<p>Dundas Home Farm – residents’ site visit</p> <p>Eight Dundas Home Farm residents undertook a visit on 8 November to view progress of the project. This visit was similar to that of the one offered to Community Forum members in August.</p>	
3.5	<p>Annual Briefing Sessions</p> <p>FRC annual briefing sessions have been scheduled to take place in January 2015, at the Contact and Education Centre. The CEC will also open on the Saturday following the briefing sessions.</p> <p>Dates will be held on the following dates/times :</p> <p style="padding-left: 40px;">Tuesday 27 January 2015 at 3pm and 7pm Wednesday 28 January 2015 at 3pm and 7pm. Saturday 31 January 2015 from 10am to 4pm.</p> <p>The sessions will provide a project overview and progress to date, as well as forth coming activity. Further details of each session will be advertised.</p>	
3.6	<p>Compensation claims</p> <p>The project has now received approximately 137 claims from the 316 owners/occupiers/lessees in relation to the FRC General Vesting Declarations carried out in April and June 2011. This is an increase of 3 claims since the update provided. 32 claims have now been settled in full (an increase of 2) and 18 claimants have received 90% part payments.</p>	

The following points were noted:

- Arrangements for the Forth Bridges Operating Company (FBOC) Contract remain on schedule, with the Contract due to be awarded in December 2014 and the successful Operating Company due to commence service delivery in June 2015.
- Forth Bridges Forum Representatives updated Community Groups at an evening meeting on Thursday 9th October at the FRC Contact & Education Centre. The event was organised by TS Special Projects & Network Rail. The Forth Bridge World Heritage process, Traffic Impact Assessments and Network Rail's proposals for a 'Forth Bridge Experience' was discussed. Information about the Forth Bridge Experience is available at <http://www.forthbridgeexperience.com/>
- The next Forth Bridges Forum meeting is scheduled to take place on 26th November.
- The First Minister, Alex Salmond MSP visited the Contact and Education Centre on the 29 October 2014 to announce £300k for a new project which will see every detail of the three bridges over the Forth digitally mapped and scanned to record their engineering excellence for future generations
- Further information about the FBOC Contract, the Forum and its subgroups can be found via the Forum's website; <http://www.forth-bridges.co.uk/> or via Transport Scotland's website; www.transportscotland.gov.uk/road/bridges/forth-bridges-special-project, or by contacting Transport Scotland on 0141 272 7290. Minutes of Forum meetings are published on the Transport Scotland website.

PF asked whether the meetings of the Forth Bridges Forums were closed meetings. LS believed they were, but that minutes of the meetings were published on the TS website.

KG provided an update on the tourism study. He stated that the tender would be fast tracked through procurement, and the traffic study would be part of that work.

Post meeting note

Minutes of past meetings of Forth Bridges Forum are available at:

<http://www.transportscotland.gov.uk/road/bridges/forth-bridges-special-project>

	<p><u>Post meeting note</u> On 28 November, it was announced that the tender to manage and maintain two major road Bridges in Scotland - the Forth Road Bridge and the new Queensferry Crossing – is to be awarded to Amey LG Ltd.</p>	
5	<p>Forth Crossing Bridge Constructors (Principal Contract) - Update</p>	
	<p>EM provided an overview of recent progress and ongoing works across the FRC project.</p> <p>The following points were noted:</p> <ul style="list-style-type: none"> • Earthmoving opposite Dundas Home Farm well advanced. • Earthworks for Southbound bus link substantially complete. The southbound bus link is due to be surfaced summer 2015 and will be used in the switching of traffic to construct the tie-in of the M90 to A90 in 2016. • Beams for the new B800 Bridge are all in place and works are progressing well, with traffic switching to the new bridge anticipated in late spring 2015. • Earthmoving well advanced between Dundas and Echline. Roadworks including drainage, sub-base, kerbing and blacktop will be progressed in 2015. • Surfacing works are now complete on Queensferry Junction bridges and traffic has been switched from the existing A904 run two way over the southern bridge. This has allowed works on the B924 to commence. • Approach Viaduct South pier construction is on-going ahead of the launching activity. 10 of 12 launches are complete, with the final 2 launches which will take the South Approach Viaduct over pier S3 later this winter. • All of the steelwork for the South Approach Viaduct is now on site, nearly all of this has been assembled. • The large blue gantry crane situated at the SAV has now been dismantled and is being re-assembled at the Approach Viaduct North to assist in the assembly of the steel sections. • Foundation works are on-going on piers S3 and S2. • South, Central and North Towers are now all around pour 22 out of 54. • A special 'shear leg' crane was on site for a total of 58 days where it lifted into place the temporary steel supports and platforms for each tower, a total of 12 deck segments and 6 deck erection travellers which 	

	<p>will lift all future deck segments into place.</p> <ul style="list-style-type: none"> • On the North side, the Approach Viaduct North launch area is nearing completion as is the B981 realignment with traffic switching to this road around 25 November 2014. • Progress on Ferrytoll Viaduct has progressed well. In December and through to January 2015, dates to be confirmed, there will be temporary night time road closures on the B981 to facilitate the lifting and landing of the viaduct beams on the abutments and piers of Ferrytoll Viaduct. It is anticipated that there will be three lifting periods each lasting three days. The community will be informed in advance and during the lifts with road signage and appropriate road diversions in place. • Commencing this month, there will be night time deliveries of large loads of steel to the North Abutment launch area for the launching, next spring, of the Approach Viaduct North. The first shipment will gain access to the site via the B981 without any traffic management. Then there will be a couple of nights in mid-December where the large delivery vehicles will take access to the site by travelling south on the north bound carriageway of the A90 between Admiralty and the Welldean layby from which they will access the site via a purpose built ramp. This will involve stopping traffic on the northbound A90 for a few minutes at a time via a rolling road block and this will be co-ordinated by the haulier and the police. There will be a repeat of these manoeuvres over 4 nights in mid-January 2015 and final loads mid/late February 2015. Dates are fluid due to many variables – e.g. arrival at dock timing/weather etc. • All of the above, beam lifts and deliveries (where loads are “abnormal”), will be carried out overnight when traffic movements in the vicinity are minimal. • Major works, to last 10 months, started on 1st September 2014 on Hope Street in Inverkeithing. This required Hope Street to be closed to traffic over one weekend in the October school holidays and a number of overnight closures during the same period. • Controlled Modular Columns (CMC’s) are being installed to the north of Ferrytoll to strengthen the earth to accommodate the additional weight of the new road. • North Ferrytoll Junction bridge beam lifts are due to take place week commencing 17 November 2015. These are similar to the beams already placed at the southern Ferrytoll Junction Bridge. • Information will also be posted on the FRC section of the Transport Scotland website as part of the ‘Weekly 	
--	--	--

	<p>Traffic Management Update' that is updated at the end of each week: http://www.transportscotland.gov.uk/information-road-users</p> <p>LS said that the traffic management plans on the website would be updated to provide clarity of layout and road arrangements.</p> <p>Regarding the A904/B924 work, KG asked whether City of Edinburgh Council were fully aligned with the project's traffic management plans. DW confirmed he was fully aware and that no planned works by City of Edinburgh Council were due to conflict with the works, although emergency works could not be ruled out.</p> <p>KG stated that the impact of utilities works (not related to the FRC project) on local residents of South Queensferry had been significant, and that proper traffic management planning was required. In instances routes had been closed before traffic management was in place.</p> <p>KG asked whether DW was aware of a network cable being installed the following Monday?</p> <p>DW highlighted all works were required to go through the network register, he wasn't aware of the work being carried out on Monday and would request a meeting with Alex Hope, West Neighbourhood Team, CEC, to make sure that the area engineer was aware of this.</p>	
6	Community Issues	
6.1	2 issues under this item had been requested for discussion by LC.	
6.2	<p>FCBC Ecology Plan</p> <p>LC explained that this issue related to Giant Hogweed and Japanese Knotweed, raised at previous meetings. LC asked why FCBC were allowed to use a Danish standard in the FCBC Ecology Plan in preference to what appears to be a more rigorous SEPA/Scottish Government Guideline?</p> <p>LS replied that The Danish standard referenced by Mr Chapman is "<i>The giant hogweed best practice manual: Guidelines for the management and control of an invasive weed in Europe</i>". Although this was written by a Danish organisation, it was commissioned and funded by the European Commission. This was the general guidance for dealing with Giant Hogweed across Europe and is the most</p>	

	<p>comprehensive guidance available for managing the species <i>Heracleum mantegazzianum</i> (Giant Hogweed). SEPA . SEPA and the Scottish Government produce more limited guidance. The Japanese Knotweed and Giant Hogweed Management Plan references and follows guidance from a number of other documents (see post meeting note below).</p> <p>Treatment for 2014 had now stopped and will begin again around mid-April. Monitoring will continue on a limited basis until February 2015 as there will be no growth during the Autumn and Winter months. Increased monitoring will resume in March 2015 to monitor new growth and inform the treatment schedule for Spring/Summer 2015.</p> <p><u>Post meeting note</u> The Japanese Knotweed and Giant Hogweed Management Plan references and follows guidance from all of the following documents:</p> <p style="padding-left: 40px;">Ecological Management Plan, Rev E, Forth Crossing Bridge Contractors, 2012; The Knotweed code of practice, Environment Agency, 2006; Forth Replacement Crossing Japanese Knotweed Update Survey Report, Jacobs Arup, 2010; The Giant Hogweed Best Practice Manual <i>Guidelines for the management and control of an invasive weed in Europe</i>, Nielsen, C., H.P. Ravn, W. Nentwig and M. Wade et al, Forest and Landscape Denmark, 2000; Information Sheet 4: Giant Hogweed, Centre for Ecology & Hydrology Natural Environment Research COI, 2004; On-site management of Japanese Knotweed and associated contaminated soils, SEPA Technical Guidance Note, 2008. Code of Practice on Non-Native Species, Scottish Government, 2012.</p> <p>LC said that it was a fact that hogweed was present, it has now been removed, and he hoped if it happens to spread then the contractor would deal with it. On this basis, LC considered this item closed.</p>	
6.3	<p>A904/B924 Roadworks LC requested an update on the delays at Echline Corner/Gyratory. In particular LC wanted to know which utilities are being blamed for the hold up and whether those problems had been resolved?</p>	

	<p>LS referred to an email sent to LC and others on 6 November, and explained the project recognised that where there are delays with one utility it can impact on another and on our works.</p> <p>LS recognised that it was difficult for any contractor to reign in utilities to finish work, as they also have resource and priority issues, and other to which the project was not party, that could contribute to delays.</p> <p>A view was expressed that delays were occurring on the project such as at the Queensferry gyratory and driveways at No 1 & 2 Echline and that residents were not being updated on these works.</p> <p>LC said that all that was being asked for were honest, realistic deadlines and information.</p> <p>AS said that the project kept residents informed, quoting flyer 58 and subsequent communication from FCBC in August and October. EM and the Community Liaison Team had taken action to keep residents and affected parties up to date with progress. The information given has been consistent.</p> <p>PF expressed the view that the contractor/EDT was not providing timeous, accurate information regarding the projected timing of works at Echline Corner.</p> <p>EM did not agree and said that the project sought to provide the best information available at any given time.</p>	
7	AOB	
7.1	3 issues were raised under this item	
7.2	<p>Spent oil shale deliveries</p> <p>JT asked about future deliveries of spent oil shale, and whether the project would intend running the same number of deliveries per day as last year (up to 200 per day). JT believed that the plan was to run up to 100 per day this year.</p> <p>EM didn't believe that this would be the case, but undertook to confirm when deliveries were likely to recommence, the number of deliveries per day, and the duration for which the deliveries would be running.</p> <p><u>Post meeting note</u></p> <p>It is the intention to commence deliveries in January 2015, with up to 100 deliveries per day throughout most of 2015.</p>	FCBC
SCF19112014 /7.2		

	<p>neighbouring road network, as part of their detailed proposals.</p> <p>EM asked to what extent the construction would be.</p> <p>DW confirmed that the road would be fully reconstructed and with drainage installed.</p>	
7.5	<p>Traffic utilising the Forth Road Bridge (FRB) once the Queensferry Crossing opens</p> <p>KG asked what the current position was on coaches (in particular smaller coaches) being allowed to use the FRB once the Queensferry Crossing opens.</p> <p>LS explained that once the FRB is trunked, it will be covered by Traffic Regulation Orders (it is currently covered by byelaws), which will set out traffic permitted to use the FRB. Regarding coaches, it is envisaged that coaches/buses with 24-seats would be permitted to use the FRB, which is the current capacity for vehicles using the bus lanes on the M90. The size of bus is an issue currently being discussed within the Public Transport Working Group, who were keen to increase the number of buses/coaches that could use the bus lanes and FRB, but there were safety and operational aspects to consider.</p> <p>LS emphasised that this position would need to be finalised ahead of the project finishing.</p>	
8	Next Community Forum meeting	
8.1	<p>The next meetings of the forums will take place on the following dates:</p> <ul style="list-style-type: none"> • North Community Forum: Wednesday 18 February 2015 at 7pm • South Community Forum: Wednesday 25 February 2015 at 7pm 	