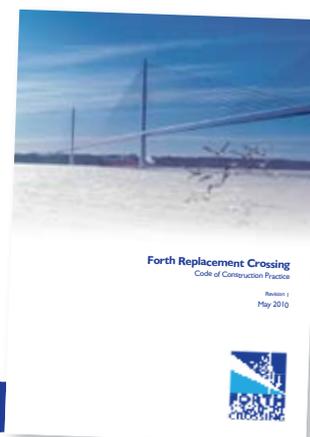


Welcome to the June 2010 issue of the Forth Replacement Crossing (FRC) newsletter. In this issue you will find information on the progress of the Forth Crossing Bill (Page 1), the ongoing procurement process (Page 2), the appointment of the new FRC Project Director (Page 2) and an update on the advance works and ground investigations currently being undertaken (Page 3).

New project publications

A revised Code of Construction Practice for the Forth Replacement Crossing (FRC) has been published. The code explains how the contractor will undertake construction activities and will be of particular interest to local communities. The revised code incorporates changes made as a result of commitments made during recent parliamentary evidence sessions. A copy is available on the project website at www.forthreplacementcrossing.info



Bill update – stage 1 overview

The Forth Replacement Crossing (FRC) project moved a step closer last month after MSPs backed the Forth Crossing Bill to go forward to the next stage of parliamentary scrutiny. Following the Stage 1 debate on 26 May, MSPs voted overwhelmingly in favour to carry the Bill forward to Stage 2, where individual objections will be considered in greater detail.

Speaking after the debate, Transport Minister Stewart Stevenson said: “This is an important milestone for the FRC. There is now near universal agreement that this project, the biggest Scottish infrastructure project for a generation, is vital to the sustainable growth of Scotland’s economy.

“The case for this project could not be more compelling and the Scottish Government is committed to seeing the FRC delivered on time and on budget by 2016. I now look forward to seeing the Forth Crossing Bill progress to Stage 2 where these proposals can be considered in greater detail.

“There is, clearly, still a significant amount of work to do and we have made a number of changes and commitments on the project based on objections received and recommendations in the Forth Crossing Bill committee’s Stage 1 report. These changes will strengthen our commitments to promoting sustainable transport and minimising

unnecessary impact on local communities.”

The proposed development of the project following Stage 1 includes:

- Reducing the normal core working hours for road construction on the project to take place between 8am and 7pm, with a 30 minute start up time.
- The formation of a noise liaison group with the relevant local authorities to monitor and control noise during construction, and the development of a management plan on noise and vibration matters that will confirm how works will be planned and monitored to minimise noise.
- A commitment to further explore with West Lothian Council and Newton Community Council ways in which potential traffic impacts in the village may be mitigated.

Out of the original 90 objections to the Forth Crossing Bill, five have now been rejected following Stage 1 as they object to the Bill in its entirety. Aspects of 22 further objections, which also specifically object to the whole Bill, have also been rejected.

Stage 2 – process/timescales

Stage 2 will focus on detailed objections specifically relating to topics such as powers, rights, landtake and impacts. Letters of explanation, including proposals for resolution, were sent to all objectors by the end of April and visits and meetings have already been held with some objectors, with more scheduled for the coming weeks.

An Assessor will be appointed by the Scottish Parliament to conduct public hearings on remaining objections to the Bill. The hearings are expected to start in late August and finish in early September. At the conclusion of the hearings the Assessor will then report back to the Forth Crossing Bill Committee, probably by late September.

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Artists impression of the new Forth Replacement Crossing.



New FRC project director appointed

Mr David Climie has been appointed as project director to take the Forth Replacement Crossing (FRC) project through the next phase of preparing and taking forward its construction.

David Climie, 48, brings over 25 years experience and has extensive expertise in leading major bridge-building projects throughout the world. He was brought up and educated in Scotland and is returning home to deliver the biggest Scottish infrastructure project for a generation. As a graduate engineer in the 1980s he even worked on the Forth Road Bridge.

Most recently working at international engineering giant Bechtel, David Climie was previously project manager at Kvaerner Cleveland Bridge and contract manager at Smallman Construction. He has a strong track record in delivering world class projects and has worked on some of

the most ambitious and demanding bridges constructed across the globe in recent years.

He led the teams that successfully delivered the Tacoma Narrows Bridge project in the United States in 2007 and China's Jiangyin suspension bridge in 1999. He also worked on the successful construction of the Tsing Ma Bridge in Hong Kong and the Storebaelt Bridge in Denmark.

David Climie will take over from John Howison OBE, who has overseen the development of the project, the procurement strategy and the introduction of the Forth Crossing Bill.

This planned transition allows David Climie to build on the strategy set by Ministers.

Procurement update – M9 Junction 1a contract notice issued

Transport Scotland has commenced the prequalification process for the contract to upgrade Junction 1a on the M9 as part of the Forth Replacement Crossing (FRC) project.

These works near Kirkliston, are scheduled to start in July 2011 and be completed in December 2013 at an expected cost of between £46 and £65 million. The works will improve connectivity and functionality by widening the M9 at key locations, improving existing slip roads and providing new west facing connections between the M9 and M9 Spur.

The contract also includes provision of an Intelligent Transport System (ITS) that will help regulate the flow of traffic approaching the FRC and Newbridge Junction, forming part of a 22 km ITS corridor that extends from M9 Junction 1a to the M90 Halbeath Junction. Overhead signal gantries along this corridor will provide lane control, variable mandatory speed control and traffic information to drivers via variable message signs (VMS).

Steven Brown, roads team manager for the FRC, said: "This contract represents a major part of the infrastructure needed to make the FRC work."

"The existing connections between M9 Junction 1a and the M9 Spur will be enhanced to provide two lanes and a hard shoulder to assist traffic flow through the junction area. The enhanced junction will also improve connectivity with West Lothian by incorporating new west facing slip roads between the M9 and M9 Spur, which will require a new bridge across the M9 and extension of the bridge over Overton Road.

"To complement these improvements, the section of the M9 north of Newbridge Roundabout will be improved with an additional lane being added in both directions from the River Almond bridge to M9 Junction 1a."

The competition for this design and build contract was formally launched on 8 June 2010 with the publication of a Contract Notice in the Official Journal of the European Union and the Public Contracts Scotland web portal.



Artists impression of M9 Junction 1a.

The Contract Notice invites expressions of interest from contractors, who will be required to complete a prequalification questionnaire, which Transport Scotland will then evaluate and score using objective criteria. It is intended to invite four contractors towards the end of 2010 to tender via a competitive dialogue process.

A similar Contract Notice for the Fife ITS project is due to be issued in July 2010. This design and build contract will comprise the provision of an ITS on the northbound and southbound carriageways of the M90 between Junction 1 (Admiralty) and Junction 3 (Halbeath) and on the associated road connections. The contract for this work is estimated between £15m and £22m.

Pipe diversion works in anticipation of Forth Replacement Crossing

Diversionary works on an outfall pipe from the South Queensferry Waste Water Treatment Works to support the delivery of the Forth Replacement Crossing (FRC) began earlier this month (June).

Diversion of this outfall pipe is necessary to accommodate the planned route of the new crossing across the Forth. The work is planned to last for approximately 15 weeks.

The works have been scheduled to ensure construction of the FRC is able to commence in 2011, subject to parliamentary approval of the Forth Crossing Bill, and that the crossing can be opened by 2016 – avoiding potential traffic restrictions on the current Forth Road Bridge.

The work is taking place in the vicinity of Port Edgar Harbour and will be undertaken by Farrans (Construction) Ltd for Scottish Water on behalf of Transport Scotland. There may be a limited increase in

local construction traffic and noise during working hours.

As Steven Brown, roads team manager, explains: "This work is essential as this outfall pipe lies across the proposed route of the FRC. By carrying out these diversionary works now we will help ensure construction can begin next year as planned and that the project is completed on schedule in 2016."

"As the majority of the works will take place on the inter-tidal zone we would anticipate minimal disruption to local communities."

The work entails relocating the long sea outfall to minimise the risk of it being damaged during the FRC's construction. A new outfall pipe will be laid, extending 740 metres from the shore and terminating at a depth of around 30 metres, approximately 200 metres east of the of the existing outfall and away from the new crossing's proposed working area.

Latest ground investigations

The third series of ground investigations for the Forth Replacement Crossing (FRC) project has now been completed. This work was requested by the contract bidders so that they can be well informed to prepare their designs and prices.

BAM Ritchies undertook the works on land south of the Firth of Forth and Soil Engineering (formerly Norwest Holst) on land to the

north of the Forth. Glover Site Investigations carried out the marine works using two jack-up platforms and a temporary platform specially fabricated for working on the tidal Beamer Rock in the middle of the estuary.

Soil Engineering also worked north of the Forth on a separate ground investigation on the M90 for the Fife ITS element of the scheme.



Temporary platform on Beamer Rock.

Stage 2 – process/timescales (continued)

After consideration of the report the committee will conduct a formal debate on proposed amendments to the Bill. That is likely to occur in October. Though Bill amendments can be promoted by MSPs and Ministers only members of the Forth Crossing Bill Committee can decide whether to approve or reject the amendments.

At the end of the debate the Bill, as amended, then moves to Stage 3 scrutiny. During this final stage the whole Parliament will meet as a committee and may debate any further amendments to the Bill before finally deciding whether to approve the Bill. Stage 3, subject to Parliamentary timetable, is likely to occur in November.

Mid year project briefings

To keep communities and stakeholders informed and up to date with the progress being made on the Forth Replacement Crossing (FRC) project Transport Scotland are organising a number of mid-year project briefings during June and July.

For more information on when and where these briefings are taking place please visit www.forthreplacementcrossing.info or call 0141 272 7578

Forth Replacement Crossing (FRC) project overview

This a major infrastructure project for Scotland, designed to safeguard a vital connection in the country's transport network.

Despite significant investment and maintenance over its lifetime, the Forth Road Bridge is showing signs of deterioration and is not suitable as the long-term main crossing of the Firth of Forth. The Forth Replacement Crossing (FRC) is designed to safeguard this vital cross-Forth connection in Scotland's transport network.

A Forth Replacement Crossing Study was undertaken during 2006 and 2007 to identify the most favourable option for a replacement crossing. Five potential crossing corridors were identified and appraised for suitability according to a range of factors.

Following this study, the Scottish Government determined that the replacement crossing would be a cable-stayed bridge to the

west of the existing Forth Road Bridge.

During 2008 Transport Scotland carried out further work to develop the crossing strategy and concluded that the existing Forth Road Bridge could be retained as a dedicated public transport corridor; with the replacement crossing carrying all other traffic.

In November 2009 Scottish Ministers introduced the Forth Crossing Bill to the Scottish Parliament. The Bill contains the Scottish Government's proposals for the Forth Replacement Crossing, which the parliament will now consider before delivering a verdict in November 2010. A positive decision would allow construction to start in 2011, with the bridge opening to traffic in 2016.

These newsletters provide regular updates on project progress. More information is available at www.forthreplacementcrossing.info



Artists impression of Forth Replacement Crossing at night.

Contacting the Forth Replacement Crossing Team

For more information about the Forth Replacement Crossing please contact the Transport Scotland team on:

Phone: 0141 272 7578

Email: frcenquiries@transportscotland.gsi.gov.uk

Web: www.ForthReplacementCrossing.info

You can also sign up to our regular e-newsletter on the website to receive updates on the project by email.

