



Forth Replacement Crossing Community Forum (M9 Junction 1a) Minutes

Meeting location: Kirkliston Bowling Club

Meeting Date/Time: 1 February 2012 – 7pm

Subject: Community Forum – M9 Junction 1a

Participants: **Community Representatives**
Henryk Zukowski

Transport Scotland – Employers Delivery Team (EDT)
Lawrence Shackman
John Watt
Keavy O’Neill
Allan Buchan (C/o BIG Partnership)

Forth Crossing Bridge Constructors (FCBC)
Ewen MacDonell

John Graham (Dromore) Ltd
Richard Docherty

John Sisk and Roadbridge
Seamus O’Brien
Roland Tarrant
Elaine Barrie

Observers
3 observer's

Apologies
Derek Chambers

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	Notes	Action
1	Meeting chaired by Lawrence Shackman	
2	Review of minutes and outstanding actions M9 J1A Community Forum 10 November 2011	
2.1	<p>LS reiterated the purpose of Forum meetings – including that:</p> <ul style="list-style-type: none"> - In the first instance, individual issues should be dealt with by CLOs or through correspondence / email - Observers are welcome to attend, but should not participate in the meeting. 	Noted
2.2	Minutes were approved for TS to post on website	Noted
2.3	Further items from Outstanding Actions paper presented were discussed	
	<p>(2.3) Noise receptor locations and frequency levels</p> <p>LS advised a written response had been provided and if HZ has any further queries he should advise TS.</p>	Noted
	<p>(2.3/4.3) Land titles</p> <p>LS advised a written response had been provided. HZ advised this matter was ongoing.</p>	Noted
	<p>(4.1) Speed limit</p> <p>FCBC confirmed application made re access works. Programme published on FRC website.</p> <p>EM confirmed temporary 30mph speed limit will be applied from Fri 3rd February between Dundas Golf Club along the B800/A904 and U221. This requires to be renewed after 18 months. On completion of the new Queensferry junction etc these roads will have a permanent 30mph speed limit.</p>	<p>Complete</p> <p>Complete</p> <p>Noted</p>
	<p>(5.2) Flyers</p> <p>Flyers have been issued in advance to community representatives.</p> <p>HZ had received email copies from FCBC but not from SRB since last meeting. EB confirmed no flyers have been issued by SRB during the period.</p>	<p>Complete</p> <p>Noted</p>

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	LS confirmed all flyers are published on FRC website – KON confirmed links on updated website were re-established today.	Noted
	(5.2 and 6.3) Complaints HZ indicated that he and KCC were being advised of complaints, but people were unwilling to contact the CLOs or helpline – expecting KCC to liaise on their behalf.	Noted
J1A101111/ 5.2a	EB suggested that HZ forward contact details to the CLOs/team. HZ to check if complainants would be happy for their details to be passed to CLOs and to be contacted direct. HZ to then forward contact details.	KCC
J1A101111/ 5.2b	RD suggested delivery of the latest FRC Project Update newsletter to Kirkliston households (approx 1500) as it emphasised contact details. Scouts were suggested as a possible delivery option. SRB to consider subject to cost. JW emphasised copies were left at local centres (e.g. Community Centre) and further distribution points could be considered (e.g. health centres). HZ suggested they were not always picked up.	SRB Noted
J1A101111/ 5.2c	EB to supply copies of her business card to HZ to distribute to people who raise queries/complaints with him.	SRB/KCC
J1A101111/ 5.2d	EB confirmed SRB attended last KCC meeting and contact details were added to minutes and website. EB reiterated offer to attend all KCC meetings. HZ to confirm if FRC can be included as regular agenda item.	KCC
J1A101111/ 5.2e	(5.2) Factors at Gateside/Buie Rigg HZ understood development was suspended. An observer at the meeting indicated they knew a contact. HZ to confirm with observer and forward name.	KCC
	(6.1) Road cleaning RT confirmed relevant section from Overton Road (i.e. SRB's responsibility) was being swept and inspected every day. Sweepers were working an eight hour shift	Completed

<p>J1A010212/ 6.1a</p>	<p>each day and, as a result, this section was free of debris / very clean.</p> <p>HZ highlighted local complaints re shale and mud on Winchburgh Road. RT emphasised this section was not the responsibility of SRB as it was outside their works area e.g. they have no plant crossing on that section. HZ confirmed he had contacted City of Edinburgh Council (CEC) and West Lothian Council, previously responsible for cleaning the route, but both now claim it is the responsibility of TS.</p> <p>LS stated that the issue could be discussed at the next Traffic Management Working Group (14th Feb) where the local authorities are represented. TS to advise HZ re any discussions.</p>	<p>Noted</p> <p>Noted</p>
<p>J1A010212/ 6.1b</p>	<p>(6.1) Speeding vehicles RT said that no complaints re speeding site vehicles had been received and he was not aware of any issues.</p> <p>HZ highlighted problem with mud on vans obscuring number plates and making it difficult to identify to support complaints. RT indicated this may be a problem with vans not connected to the SRB contract. Number plates on SRB and their contractor vans are cleaned regularly, but he will pass concerns onto the safety advisor and arrange a weekly check.</p> <p>HZ suggested SRB project vehicles should be colour coded to support identification. RT indicated this was not practical and that number plates were the best form of identification. LS stated this was not an issue for local representatives on the other two contracts.</p> <p>RT emphasised there were no deliveries through Kirkliston. HZ agreed to take up the issue with other operators.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
	<p>(6.2) Haul Roads RT confirmed stones were being used in the runoff area from the haul road and at all exit/entrances from</p>	<p>Complete</p>

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	its work sites. Combined with the road sweeper this was helping maintain clean roads. RT confirmed stones were the best option as they can be easily replenished while tarmac would break up. RT emphasised this is an extra element, not included in original plans.	
	<p>(6.3) Dust and noise receptors LS confirmed approved J1A Environmental Management Plan (EMP) data was published on the FRC web on 11th Nov. LS confirmed TS wrote to the Community Forum South re works that were approved to continue under the EMP and this note was added to the minute - a full list is included for the J1A works.</p>	Complete
	<p>(6.4) Freephone helpline See 2.3 complaints</p>	Complete
J1A101111/ 6.5	<p>(6.5) Temporary traffic lights LS confirmed that a written response was provided on 19th Jan confirming that this had been considered, but was not taken forward. HZ to check email was received.</p>	Noted KCC
	<p>(6.6) Working hours RT said that SRB checked with foreman who said that rock breaking did not take place at 7.15am on Sat 5 Nov. SRB organised a staff briefing to emphasise working hours policy. HZ said several local people had noted the 7.15am start time, but accepted that it had not happened since.</p>	Complete
3	Update from Employers Delivery Team (EDT)	
3.1	<p>General Vesting Declaration/CPOs LS confirmed there is little change since the last update – only 70 claims had been received from a possible total of 316 entitled to claim from the whole scheme. The District Valuer has agreed 1 compensation claim and is nearing agreement with 6 more. Given the low response, TS is intending to write again to all non-claimants.</p>	Noted
J1A010212/ 3.1a	HZ asked if it would be possible to supply figures for the Kirkliston area? TS to confirm.	TS

J1A010212/ 3.1b	<p>Q HZ asked for clarification on the definition of people impacted by Compulsory Purchase Orders (CPOs). A LS said this relates to people directly affected in terms of taking their land either permanently or temporarily and their right to compensation as a result.</p> <p>Q HZ understood that if someone makes a claim, they cannot then make a further claim once the job is complete – even if the impacts are worse (e.g. greater noise). A LS understood this not to be the case as a percentage of the compensation is paid at the end of the scheme. LS to obtain further information on this and add as note to minute.</p>	Noted Noted TS
3.2	<p>FRC website LS confirmed website had been updated recently. As a result of the update some links had been broken, but these have been restored.</p> <p>HZ said he had problems accessing a number of pages on the website. JW confirmed all links should now be restored and if HZ still has problems accessing pages he can call the FRC helpline and they will check the links with him.</p>	Noted
3.3	<p>New offices These have been opened at Ferrytoll where the EDT and FCBC will be based for the next five years. EM invited community representatives to visit the offices.</p>	Noted
3.4	<p>Contact & Education Centre construction LS confirmed that the steel frame of the building is complete and the centre is on schedule to open in the autumn. Further detail is included in the South Forum minutes following a briefing provided by Dawn Construction at the meeting.</p>	Noted
4	John Graham (Dromore) Ltd (Fife ITS Contract)	
4.1	<p>Progress update and 3 month look ahead 3 month plan with map is available on the FRC website, items discussed:</p> <ul style="list-style-type: none"> - All sites are now active and standard works include: 	Noted

	<ul style="list-style-type: none"> - Mine consolidation - Piling and directional drilling - Earthworks - Additional noise and vibration monitoring has been undertaken at Park Lea, Middlebank and Crossgates. - Delivery of gantries is expected in March for commission and test. Overnight closures will be required when installation takes place. 	
4.2	<p>Traffic management</p> <ul style="list-style-type: none"> - Traffic management measures remained effective during recent high winds due to efforts of maintenance crews - Plans are being finalised for reconfiguring traffic management measures to enable central reservation piling works – two lanes running in each direction will be retained by using hard shoulders. - Essential resurfacing works are due to take place at end of March/April (date tbc). Southbound carriageway will require further reconfiguration with some single lane running north and/or south bound at weekends. The works involve reconstructing the south bound carriageway from the A92/M90 merge to Admiralty to extend its current life and support a bus lane. Queue monitoring will be implemented. 	Noted
J1A010212/ 4.2	<p>RD/TS to provide details of traffic management to Forum members when details confirmed by Traffic Management Working Group - finalised plans will be widely publicised.</p> <p>HZ highlighted that he had been confused by the placing of cones during five day closure of on-slip at Admiralty. RD said this was the first negative comment he had received on this.</p>	JG(D)Ltd/TS Noted
5	Forth Crossing Bridge Constructors (Principal Contract)	
5.1	<p>Progress update and 3 month look ahead</p> <p>3 month look ahead plan was discussed:</p> <ul style="list-style-type: none"> - Proposal to reduce speed on B800/A904 has 	Noted

	<p>been accepted. New speed limits will be in place from Fri 3rd Feb</p> <ul style="list-style-type: none"> - Noise bund works near B800 continue next week - Diversionary works will take place off-line next week - Introduction of permanent fencing from Dundas heading north is due to begin - Echline site compound will be developed with earthworks beginning in March, a launch area will be created and noise bunds built - Access from B904 to compound to be developed - Grout trial at Echline Field has been completed and will be backfilled - One Marine GI requires to be completed - Beamer Rock blasting and excavation will continue – a second blast took place last week <p>Q HZ asked if FCBC was responsible for three blasts heard 15 minutes apart at night during the previous week?</p> <p>A EM confirmed FCBC was not responsible for these.</p> <ul style="list-style-type: none"> - Blasting at St Margaret's Hope rock outcrop and at North Pier 2 due from end of Feb - Blasting at Winnyhill from mid-Feb - Early planting to take place at Castleandhill. 	<p>Noted</p> <p>Noted</p>
<p>5.2</p> <p>J1A010212/5.2</p>	<p>Traffic management</p> <ul style="list-style-type: none"> - Rock blasting at Winnyhill will require full closure of Castlandhill Road on a weekly or fortnightly basis for 1 hour (between 8pm and 10pm) from 8th February (date tbc). Traffic will be diverted around west side of Rosyth. A rolling road block will also be required on the A90 dual carriageway during the blasting with traffic held for up to 20 minutes. When the date is confirmed, the traffic management measures will be publicised. <p>Q HZ query re the barriers on Bo'ness Road from Echline Junction?</p> <p>A EM confirmed these would be removed on Thursday following A904 works to remove white lines on the road - required as part of the works to</p>	<p>Noted</p> <p>FCBC</p> <p>Noted</p>

	incorporate new right turn into the south compound site. EM confirmed this access would be available from April and the current access continues to be used.	
6	John Sisk and Roadbridge (M9 Junction 1a Contract)	
6.1	<p>Progress update and 3 month look ahead SRB provided overview, key items discussed:</p> <ul style="list-style-type: none"> - 3 month plan to be included at information boards at leisure centre and Almond walkway <p>Q HZ asked if information board could be erected outside Library? A EB said information would be available inside the library and she will ask if it is possible to include on their internal notice board. RT confirmed a freestanding board could not be situated there for health and safety reasons. EB confirmed Scotmid and Co-Op had been approached re posting information in their window but neither had given permission. EB to check if local newsagent will allow information in store/in window.</p> <ul style="list-style-type: none"> - Culvert construction at Niddry Burn and Swine Burn will begin again this month and should complete by end Feb. - Newmains structure piling will continue - Wingwall demolition is expected to complete mid March - Overton Road bridge piling is on-going with road closure in place - Excavation and reconstruction will continue to early March. - First gantry was delivered yesterday under police escort – delivery took place during off-peak period and there were no major traffic issues. EB has continued to liaise with primary school teacher and high visibility vests were issued for pupils as delivery of gantry had been due the previous week when Cooking Bus was visiting school. EB confirmed the gantry did not come through Kirkliston as it was delivered to back of new Barratt Homes housing development and then 	<p>Noted</p> <p>Noted</p> <p>SRB</p> <p>Noted</p>
J1A010212/ 6.1a		

	moved onto site..	
6.2	<p>Traffic Management</p> <ul style="list-style-type: none"> - There will be an overnight full closure (north and south bound) required on the M9 Spur for installation of gantries 13, 15 and 16. The date is likely to be the 3rd or 10th of March (tbc) - A south bound overnight closure will be required around early April (possibly 6th April tbc) to enable installation of Gantry 14. NB SRB is currently liaising with the police re dates and timings which are likely to be between 9-10pm and 9-10am. - EB confirmed no diversions will be routed through Kirkliston. 	Noted
J1A010212/ 6.2	<p>EB to confirm details, dates and timings when available from Traffic Management Working Group.</p> <p>Q HZ asked, if Gantry 14 was a cantilever design, why other gantries could not have been cantilever? A LS confirmed this was a large variable message information sign whilst the other three M9 Spur Gantries had to span the road to provide the variable speed limit control.</p>	SRB Noted
6.3	<p>Piling works/noise levels</p> <p>HZ highlighted local concerns re recent sheet piling works and the need for notification to residents well in advance when works involve very loud noise. RT indicated that notification letters had been issued through letterboxes – RT accepted these should have been issued earlier and this will be taken on board for future notifications – e.g. Wingwall demolition.</p> <p>Q HZ asked if a clerk of works was on site and how a response was triggered if noise levels were too high? A LS confirmed both TS and SRB had representatives on site. RT confirmed text alerts were issued if thresholds were breached but that levels from the sheet piling works did not exceed 85Db (as confirmed by TS). He acknowledged that the noise peaks may annoy people, but SRB has done its best to manage the situation - e.g. working most days in restricted hours between 9am and 4.30pm. The intention was to minimise disruption while completing</p>	Noted Noted

	<p>the job as quickly as possible.</p> <p>Q HZ asked if temporary acoustic barriers could be installed? A RT confirmed that this was not possible as there was the potential to impact on the carriageway.</p> <p>Q HZ said feedback from the local council suggested they approved the works programme but knew it would exceed agreed levels. A LS said this was not the case and considerable work went into minimising noise levels. SRB submits a method statement which TS reviews and issues to the Noise Liaison Group (NLG) for approval - there are usually several iterations of the plan. All NLG members have a say in mitigation and the NLG minutes are available on the website. Monitoring is undertaken to ensure the approved plan is working in practice. LS confirmed SRB was complying with the Code of Construction Practice and that the limits set were more onerous than on previous TS projects.</p> <p>Q HZ asked re compliance on vibration levels. A RT accepted vibration would be annoying to local people, but monitoring equipment showed levels were minimal and well within contract limits.</p> <p>Q Greater concern was highlighted re scheme impacts rather than temporary construction impacts. A LS confirmed scheme had been approved by Parliament.</p> <p>Q HZ queried if there was a need for structural engineering reports at Buie Rigg Housing Estate. A RT confirmed this was not a contractual requirement as calculations showed there was no risk of damage to housing. This is confirmed by the readings to date.</p> <p>Q HZ queried when the scheme acoustic barriers would be installed? A RT confirmed these could not be installed until works were substantially complete as they would interfere with works. RT confirmed plan is to complete project by end of year.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
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	<p>Q HZ asked how long the acoustic barriers were? A LS confirmed these were extended during consultation on the Hybrid Bill and are as long as they can be without interfering with road sight lines. TS to confirm details on where barriers start and finish.</p> <p>Q HZ asked how high the gantries are? A RT confirmed the Gantries provide a 5.7 metre clearance– there is then the height of signage on top which is different at each gantry location.</p> <p>Q HZ asked when piling near Buie Rigg Estate will take place. A RT confirmed approvals are still being sought.</p> <p>HZ noted that apart from the piling there is very little noise from the works.</p> <p>HZ noted that overall he was pleased with how the project was progressing.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
7	AoB	
7.1	None	
8	Next Community Forums (proposed)	
8.1	<ul style="list-style-type: none"> - South Community Forum : 25 April 2012 - North Community Forum : 1 May 2012 - M9 Junction1a Community Forum: 2 May 2012 <p><u>Post Meeting Note:</u> The M9 Junction 1a Community Forum did not take place on 2 May 2012 and was postponed until 22 August 2012.</p>	<p>Noted</p>