



Forth Replacement Crossing South Community Forum Minutes

Meeting Location: FRC Contact and Education Centre, South Queensferry
Meeting Date/Time: 27 August 2014 – 7pm
Subject: South Community Forum

Participants: **Community Representatives**

Tim Beesley (TB), Newton Community Council
David Buchanan (DB), Kirkliston Community Council
Les Chapman (LC), BRIGS
Keith Giblett (KG), QDCC
Doug Tait (DT), BRIGS
Janet Thornton (JT), Newton Community Council
Bert Scott (BS), BRIGS&C&BCC
Peter Fitzgerald (PF), BRIGS

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

Forth Crossing Bridge Constructors (FCBC)

David Gough (DG), Commercial Director
Ewen Macdonell (EM), Community Liaison Officer
Katrina Bruce (KB), Assistant Community Liaison Officer

City of Edinburgh Council

Darren Wraight (DW)

Apologies

Terry Airlie, QDCC
Graeme Porteous, Head of Special Projects, Transport Scotland
Doug Ross, LMRA & BRIGS
Grant Sangster, QDCC

1	Welcome and Introductions	
1.1	Meeting chaired by Lawrence Shackman (LS). Apologies for this evening's meeting were noted as above.	
2	Review of Minutes and Outstanding Actions	
2.1	A number of post meeting notes in response to action points assigned to EDT and FCBC at the meeting held on 28 May were distributed along with the agenda and draft minutes for tonight's meeting (see Annex A). LS invited comments from members.	
2.2	Doug Tait (DT) raised the following point. In reference to comments made by LS at the meeting on 28 May, that points raised at the Forum could/have already been dealt with through the Project's established enquiries and complaints process, and did not have to wait to be brought up at forum meetings, stated that he considered that all points he had raised had not been fully addressed through the enquiries and complaints process. LS replied to confirm that if points are raised by residents to DT, that there was an opportunity for DT to raise these through the enquiries and complaints system and there was not a need to wait until the quarterly Forum meetings. DT said that he was not holding back any concerns raised to him until Forum meetings, and added that in most cases, they have been copied to Transport Scotland.	
2.3	Changes requested to the minutes of meeting held on 28 May A number of inaccuracies in the draft minutes of the meeting held on 28 May were highlighted: <ul style="list-style-type: none"> • 6.1 Community issues – 4th paragraph should read “EM had stated in a later response to DT that monitor and internet records showed that the direction of the wind was blowing North. Websites that DT had viewed suggested that it was South.” • 6.2 Vibration at Echline corner caused by construction activities – 3rd paragraph should begin “DT stated” rather than “It was suggested”. • 6.3 Construction vehicles travelling along Society Road contrary to regulations – 15th paragraph should be corrected to read “KG stated his disappointment that TS had changed proposals for traffic movement without due consultation, and in his opinion not in accordance with the CoCP. He urged the Project to consider the current position further. • 6.5 lack of wheel washing facilities on construction 	

	<p>sites. LC raised this point. All reference to DT should be changed to LC.</p> <ul style="list-style-type: none"> • A discussion was held at the meeting under community issues on the subject of hogweed growing on the A904 – this should be included in the minutes. <p>The above amends will be made to the draft minutes held on 28 May and recirculated to members for approval prior to being uploaded onto the TS website.</p>	
2.3.1	<p>Giant hogweed on the side on the A904</p> <p>In further discussion on the issue of giant hogweed, LC alleged that the it had not been marked or treated in accordance with codes of practice (SEPA, Hogweed and Knotweed Management Plan - an appendix to the Ecology Management Plan) and asked what measures the project was taking to treat and effectively manage the hogweed to ensure that it did not spread.</p> <p>LC had requested answers to the following questions:</p> <ol style="list-style-type: none"> 1 Where did photographed specimen directly opposite Echline site entrance disappear to and was its roots and surrounding topsoil disposed of in accordance with SEPA procedure? 2 Hogweed on the north of the A904 only fenced on one side of hedge and is not clearly marked as "Bio Hazard". 3 Hogweed on the south side of A904 was fenced and marked accordingly, but fencing and signage now missing. 4 Who was responsible for cutting the hogweed along the field side of the hedge on the north side of the A904? <p>Post meeting note</p> <p>The stand of giant hogweed along the A904 was treated in its current location. The method followed the Giant Hogweed information sheet (CEH, 2004) and The Giant Hogweed Best Practice Manual: Guidelines for the management and control of an invasive weed in Europe (Forrest and Landscape Denmark, 2000). These treatment methods are utilised and approved by SEPA they are also outlined in the FCBC Ecological Management Plan (Appendix 1: Japanese Knotweed and Giant Hogweed Management Plan) which has also been reviewed and approved by SEPA and SNH.</p>	

	<p>In this particular case due to the size of the plant it was treated with glyphosate. After being treated on a number of occasions the dying plant was cut down into various chunks and left in the area to degrade (this area is behind a wall and on private property). This allowed access to the root which was treated directly by injecting with glyphosate to kill the plant.</p> <p>There is no requirement to mark a natural species as a Biohazard – the area is fenced off and marked as ecological area.</p> <p>The string and post fencing was still in place during last inspection 12/09/2014. Signage was removed early in 2014 due visibility restrictions for traffic turning in/off the new Builyeon Road.</p> <p>The FCBC Environmental department are responsible for cutting the hogweed along the field side of the hedge on the north side of the A904.</p>	
<p>2.4</p> <p>SCF27082014/2.4</p>	<p>Action point SCF28052014/3/13 Pathway at Springfield</p> <p>Darren Wraight (DW) was not convinced that this was an action point for him or City of Edinburgh Council (CEC) to progress. The issue had only been briefly spoken about, no discussions had been held with residents. That said he was happy to talk on the principle/help in a way.</p> <p>LS did not agree with this stance. The terms of the Act commitment regarding this subject would be checked for clarification.</p> <p>Keith Giblett (KG) suggested that discussions should take place out with the Community Forum and taken back to senior managers within the CEC. He said there was no point putting in a pathway if it was not going to be maintained.</p> <p>DT asked how this commitment would be protected, given the knowledge of the development plans for this area.</p> <p>LS said that the commitment to provide a pathway would be included in the planning consent, a burden on the developer would exist to ensure the commitment was met.</p> <p>KG acknowledged the fact that TS would put a protection in the plan to ensure this commitment was delivered.</p>	<p>EDT</p>
<p>2.5</p>	<p>Action point SCF28052013/3.11 South abutment</p>	

	<p>access track layout and footpath</p> <p>Tim Beesley (TB) referred to the PDF copy of the A904 provided prior to the meeting. He was mindful that residents of Newton regularly take the opportunity to walk to South Queensferry and asked if there was provision for pedestrian access.</p> <p>LS confirmed that there was provision of a rural route and footway/cycleway across both of the gyratory bridges.</p>	
2.6	<p>DT referred to the discussion on dust from the meeting held on 28 May.</p> <p>DT sought clarification on how the project views mitigation and threshold; he saw this as two different items.</p> <p>EM explained that thresholds were set at a particular level and were stringent. FCBC work within these thresholds, as contracted to do so.</p> <p>EM said that he considered that in Echline, monitoring was acceptable.</p> <p>LS stated that the contractor has to use Best Practicable Means to ensure noise/dust doesn't exceed threshold levels.</p> <p>Alan Shirley (AS) added that a measure of proportionality is required when considering this issue.</p> <p>DT pointed out that notifications usually state that new vehicles or modern plant are being used as a way of the contractor employing mitigation measures. At the start of the project, it was said that screening and other measures would be used, but that this has not happened.</p> <p>DT stated that it was usually only after issues had been raised that mitigation was put in place.</p> <p>EM said that this was not the case and believed that construction work had been relatively quiet.</p> <p>EM stated that screening had been deployed where and when practicable.</p> <p>A point was made by BRIGS that this certainly had not been the case in a number of instances such as a digger smashing pipes or white line removal.</p> <p>LC gave an example of machinery creating dust that was</p>	

	<p>seen on the Community Forum site visit on 18 August.</p> <p>EM explained that this was a crusher working for 1 day, i.e. an isolated incident and when he made contact with the site foreman, the foreman made arrangements to move the crusher.</p> <p>LC said that a document had been given to him at the early stages of the project regarding threshold limits, and would look to provide this to the meeting.</p>	
2.7	<p>Action point SCF28052014/3.12 Echline Driveway plans DT asked whether the latest documents issued by EM were final plans.</p> <p>EM said that the design provided was as the design stood at the moment, but explained that design packages did evolve so that could change. As and when drawing revisions were issued they would be passed to LC and DT.</p> <p>DT understood that the date for this design had now passed, LS understood that amendments to optimise drainage along with a couple of changes to levels were being considered.</p>	
2.8	<p>B800 Over bridge In reference to the minutes of 28 May (section 5.2) relating to information given that the B800 over bridge was scheduled to open to traffic in Spring of next year, DT asked if this was still the case?</p> <p>EM said that this was likely to happen in Spring/Summer of next year, and explained that dates may change as the programme moved on.</p>	
2.9	<p>AS suggested that any further points not specifically relating to responses given to action points could be taken under Community Issues later in the meeting.</p>	
3	Employer's Delivery Team (EDT) Update	
3.1	<p>Ministerial Visit Keith Brown MSP, Minister for Transport and Veterans visited the FRC project on the 06 August to mark a milestone for all three towers of the Queensferry Crossing reaching deck level and re-emphasise that the project remains on schedule for 2016 and under budget.</p> <p>Media were also invited on the day with positive articles appearing on the BBC News site, Forth FM news bulletin the Herald, Evening News and Daily Express.</p>	

3.2	<p>Community Forum Site Visits</p> <p>The site visits for Community Forum Members on the 16th and 18th August were well attended. Four members attended the Saturday site visit seven people on the Monday.</p> <p>The project intends to organise a similar visit next year and would hope as many members as possible would be able to attend.</p>	
3.3	<p>Ferrytoll Information Sessions</p> <p>LS informed members that the Ferrytoll information sessions will now take place on the week commencing 29 September over a two week period. This is a change to dates that were provided at the last Forum meeting.</p> <p>These session will take place at the following venues and times:</p> <ul style="list-style-type: none"> • Contact and Education Centre, Tuesday 30 September, 3pm to 8pm; • North Queensferry Primary School, Thursday 2 October, 3.30pm to 8pm; • Parkgate Community Centre – Rosyth, Tuesday 7 October, 3pm to 8pm; • Inverkeithing Civic Centre, Thursday 9 October, 3pm to 8pm; and • Contact and Education Centre, Saturday 4 & 11 October 10am to 4pm. <p>LS said that the purpose of the information sessions would be to provide members of the public the opportunity to drop-in and obtain information about the main phases for the temporary traffic management required to construct the redesigned Ferrytoll junction. Leaflets providing details on the scope of works scheduled would be made available along with staff to answer any specific questions.</p> <p>Members of the public would also be encouraged to sign up for email alerts which will provide information on the current status of works in the area.</p> <p>Clear signage (yellow signs) would also be used to advise of the works in a similar fashion used previously on Ferrytoll Road and King Malcolm Drive.</p>	
3.4	<p>Engaging with Communities – Construction</p> <p>The revised version of the ‘Engaging with Communities – Construction’ booklet has now been completed and published. Forum members received an electronic version</p>	

	<p>by email on 2 July 2014.</p> <p>The booklet is also on the Transport Scotland (TS) website, hard copies are also available from the CEC.</p>	
3.5	<p>Project Update</p> <p>The latest quarterly project update was published earlier this month and has been distributed to the usual outlets. Forum members received a copy of the update at the beginning of August</p>	
3.6	<p>Compensation Claims</p> <p>Across the project, 137 claims from the 316 owners/occupiers/lessees in relation to the FRC General Vesting Declaration's carried out in April and June 2011 have been received, an increase of 3 claims since the update provided at the last meeting.</p> <p>Of these, the project has:</p> <ul style="list-style-type: none"> • Settled 30 claims in full, an increase of 2 since the last update given • 20 claimants have received 90% part payments 	
3.7	<p>Contact and Education Centre (CEC)</p> <p>AS provided an update regarding the CEC Outreach and Education programme. Points and figures were noted as follows:</p> <ul style="list-style-type: none"> • The CEC has opened each Saturday from 29 March 2014 and had to date attracted over 5,000 visitors, and on average has welcomed over 100 visitors each time. • In addition the CEC had opened each Saturday and Sunday over 6 weekends in July and August to support the Forth Road Bridge climbs organised by the FETA. During this time, the number of visitors to the centre approximately doubled. • AS stressed that not all presentations had taken place in the CEC, and that numbers were expected to increase over the forthcoming period. • The School education programme to date has proved very successful, and has now commenced for the new academic year. • The CEC had recently held a Family Day, including bridge walks with commentary from engineers on the project, which had proved popular. <p><u>FRC Project Exhibition Visitors</u></p> <ul style="list-style-type: none"> • 2013 – 2,400 visitors, average 160 per day 	

	<ul style="list-style-type: none"> 2014 – 4,575 visitors to date, average 158 per day <p><u>FRC Talks and Presentations</u></p> <ul style="list-style-type: none"> 2013 – 3,600 attendees by 120 groups 2014 – 3,500 attendees to date by 125 groups <p><u>FRC Schools Education Programme</u></p> <ul style="list-style-type: none"> 2013/14 – 3,618 school pupils over 144 school visits 2014/15 – Advertised and visits about to commence 	
3.8 SCF27082014/ 3.8	Keith Giblett (KG) asked whether more detailed information was available on the information provided in the update, and that QDCC would be interested in receiving this if available.	EDT
4	Forth Bridge Operating Company (FBOC) and Forth Bridges Forum – (Update)	
4.1	<p>In the absence of Graham Porteous, LS gave the following update:</p> <ul style="list-style-type: none"> Arrangements for the Forth Bridges Operating Company (FBOC) Contract remain on schedule. The Contract is due to be awarded in December 2014, with the successful Operating Company due to commence service delivery in June 2015. The Forth Bridges Forum and its sub-group, the Forth Bridge World Heritage Nomination Steering Group has commissioned a Traffic Impact Assessment to assess the estimated impact North and South of the Estuary of proposals for Forth Bridge World Heritage Status, and a “Forth Bridge Experience” on the capacity of the trunk road and local road network. The impact on other infrastructure and facilities in the area will also be considered. Forth Bridges Forum Representatives will update Community Groups on aspects of its work at an evening meeting on <u>Wednesday 10th September</u> between 7-9.00pm in the Community Hall, North Queensferry. Information stands will be accessible prior from 6pm. The event is being organised by Fife Council and Network Rail. The Forth Bridge World Heritage Site Nomination and Network Rail’s proposals for a “Forth Bridge Experience” will be discussed. The Forth Bridges Forum meeting took place earlier today. Issues discussed at the Forum included those same topics being discussed at the Fife Council/Network Rail Community meeting mentioned earlier (World Heritage Nomination, Traffic Impact Assessments and Forth Bridge Experience). 	

	<ul style="list-style-type: none"> 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 http://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. 	
5	Forth Crossing Bridge Constructors (Principal Contract) - Update	
5.1	<p>EM gave an update on the current work on the project. 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. Service protection works are on-going and early works for the B800 replacement bridge are progressing well, the north abutment being substantially complete and south abutment works well advanced. The beams for the B800 bridge will be placed over 3 nights within a 3 week period. This work will require the use of a crane and will necessitate reducing the road down to 1 lane over the 3 week period. Timings for the work are to be confirmed. Traffic switching to the replacement B800 bridge due in late spring 2015. Earthmoving well advanced between Dundas and Echline. Roadwork's including drainage, sub-base, kerbing and blacktop will be progressed in 2015. Surfacing works are well advanced on Queensferry Junction bridges. Traffic switch to the new Queensferry Gyratory (westbound leg over the southern bridge, running in both directions) is targeted for w/c 8th September 2014. Approach Viaduct South pier construction is on-going ahead of the launching activity. Seven launches have been carried out to date from the south abutment. More than half the steelwork in the Approach Viaduct South has been launched. 	

	<ul style="list-style-type: none"> • Foundation works are on-going on piers S3 and S2. • South, Central and North Towers are now at deck level. • The second delivery of steel main deck sections arrived from Shanghai on Wednesday 13th August 2014. • The initial steel deck sections for the Queensferry Crossing would be lifted around the towers, anticipated to commence in October. The bridge towers would need to be two-thirds complete in order for further sections to be erected, anticipated to start March 2015. • On the North side, the Approach Viaduct North launch area work is complete; the B981 realignment is now 'blacktopped' with final surfacing to follow. Switching of traffic to this road is now targeted for late September 2015. • Temporary traffic lights are now in place to construct the tie-in to the existing B981 one half at a time. • Major works, to last 10 months, will start on 1st September 2014 on Hope Street in Inverkeithing commencing with narrowing of lanes leading up to the park and ride roundabout (and reduction to one lane in each direction) followed by the reconstruction of Hope Street approaching the roundabout. This will also necessitate closing Hope Street to traffic over two weekends in the October school holidays and overnight between these weekends when traffic is lighter. Alternative route via Admiralty Junction/A90. • Public information sessions re the phasing of the Ferrytoll works will be held commencing end of September and into the first two weeks in October (see website for details) • Works are continuing at the King Malcolm Drive/Ferry Toll Road junction. Ferry Toll Road has been widened and has re-opened to traffic. The King Malcolm Drive/Ferry Toll Road works will be continuous into the early part of 2015. • Ground improvement works are now commencing in the vicinity of the old A90 northbound merge and, once these are completed, the new northbound merge construction will proceed in that area. In due course the temporary northbound slip road near Dunfermline Wynd will be removed and a temporary link will be introduced from the realigned Castlandhill Road. • Site clearance works have been completed in the 	
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	<p>vicinity of Hillwood Terrace adjacent to the A90 northbound carriageway and towards the end of 2014 earthworks will follow in preparation for the realignment of the existing A90 northbound carriageway and addition of a hard shoulder to form what will become the M90.</p> <ul style="list-style-type: none"> • Two proposed ITS gantries on and near the Admiralty northbound slip road have been piled. Foundation works to follow in October 2014. • Information will also be posted on the FRC section of the Transport Scotland website as part of the 'Weekly Traffic Management Update' that is updated at the end of each week: http://www.transportscotland.gov.uk/information-road-users. 	
5.2	<p>Questions raised during update During the update given by EM, a number of questions were raised and responded to:</p> <p>KG asked whether there was an intention for the traffic management of the B800 to be sign posted further out into the community. EM replied that signage would be on the B800 and would be clear to those people who used that road.</p> <p>It appeared that the A904 towards Newton seemed to have an increase in the number of HGVs using it, and KG wondered if the project could use sign posting to inform HGV drivers that ahead of the B800 works, that they should be using the M9.</p> <p>EM clarified that signage would be placed close to the temporary traffic lights, and that information would also be circulated on this issue via the weekly Traffic Management update on the TS website: http://www.transportscotland.gov.uk/road/forth-replacement-crossing/information-road-users#Weekly</p> <p>David Buchanan (DB) further suggested that signage as far as towards Newbridge may be helpful in disseminating this information.</p> <p>EM said that this could be discussed at the next Traffic Management Working Group meeting.</p> <p>LS said that he was not aware that there was an increase in the numbers of HGV's on the A904. Further monitoring results were due at the end of September.</p>	

<p>SCF27082014/ 5.2</p>	<p>KG said that he still thought that there were advantages to telling drivers further out than was being planned.</p> <p>Janet Thornton (JT) highlighted that Traffic Reports showed a 50% reduction in HGV's, and asked whether updated figures were available.</p> <p>LS stated that more recent figures were available; a link to the website would be provided.</p> <p><u>Post Meeting Note</u> Traffic monitoring reports can be found on the FRC section of the Transport Scotland website at the following link: http://www.transportscotland.gov.uk/road/forth-replacement-crossing/traffic</p>	<p>EDT</p>
<p>5.3</p>	<p>A forum member mentioned that it had been announced that 900 houses were to be built at Dundas.</p> <p>If roads were closed at Echline junction, traffic would have to travel west along the A904. Peter Fitzgerald (PF) asked whether traffic management discussions had taken place between Transport Scotland and City of Edinburgh Council regarding implications.</p> <p>LS confirmed that no discussion has taken place, this issue not being part of the project.</p>	
<p>5.4</p>	<p>KG asked whether road closures would be necessary on the B800 to facilitate bridge beam lifts.</p> <p>DW said that the A90 would be fully closed for 2-3 evenings to facilitate the B800 beam lifts. This will allow all of the work to be undertaken at the same time, rather than a section at a time. These would be short overnight closures, and necessary notification will be undertaken.</p>	
<p>5.5</p>	<p>Les Chapman (LC) highlighted to the meeting that the planned opening of the A904 gyratory was scheduled the same week as the Forth Road Bridge celebrations.</p> <p>EM did not foresee a problem with this. Traffic would simply be changing from one route to another, with two way operation maintained.</p> <p>AS said that there would be a "no parking" provision for the event, KG thought that it was inevitable that people travelling to the event would park in the vicinity.</p> <p>DW said that a separate forum has been established to discuss traffic management for the Forth Road Bridge</p>	

	<p>celebrations (Steven Brown from the FRC project was part of this forum).</p> <p>DW said that although there may be some delays on the network, the fireworks are only due to last for c.7 minutes.</p>	
6	Community Issues	
6.1	No issues had been raised by Forum members ahead of the meeting for discussion under this item.	
7	Any Other Business	
7.1	<p>LC asked who the traffic counters at Queensferry belonged to.</p> <p>A short discussion was held on this item, the traffic counters belonged to a third party, who were undertaking a traffic impact assessment as part of the work of the Forth Bridges Forum. KG mentioned that this work had partly been driven by local Community Councils.</p> <p>It was agreed that this was not the correct forum for this matter to be discussed.</p>	
SCF27082014/ 7.1	<p>JM asked whether recent traffic monitoring data for Newton was available.</p> <p>LS confirmed further data was available, and the relevant link to the TS website could be provided.</p> <p>Post Meeting Note Traffic monitoring reports can be found on the FRC section of the Transport Scotland website at the following link: http://www.transportscotland.gov.uk/road/forth-replacement-crossing/traffic</p>	EDT
7.2	<p>LC raised an issue regarding the A904 bus shelter.</p> <p>LS said that vegetation at Linn Mill had been cut this morning, and a management agreement has been put in place in order that this will be attended to twice a year.</p>	
7.3	<p>DT asked whether information regarding the B800 would be updated on a regular basis. This is an issue that had been raised to him by a number of residents.</p> <p>EM confirmed that the information would be updated once there were any significant changes.</p> <p>KG highlighted that he had received good feedback from users of the TS website.</p>	
7.4	It was highlighted that residents from Echline Farm House and cottages faced a sharp left turn when exiting, which was caused by a concrete divider. This was causing delays	

SCF27082014/ 7.4	<p>to those using the exit. A question was raised on whether the turn could be sorted (maybe by rounding the corner of the divider?)</p> <p>EM had driven this route and agreed that there may be an issue which had previously been raised. This was caused by a 'lane guard' that would be in place until late Autumn. EM undertook to look at this again.</p> <p>PF added that he had written into the project on this point, and workers on site had been very helpful.</p>	FCBC
7.5	<p>DT highlighted the issue of Society Road construction traffic.</p> <p>EM said that the project would look to reduce traffic as construction progressed. Traffic would be stable between December through to September next year, and hopefully would reduce to zero.</p> <p>LS said that the reduction of traffic along Society Road had been positively commented on by both Keith Short and Tommy Cook.</p>	
8	Date of Next Meeting	
8.1	<p>In a change to the original scheduled dates, the next meeting of the Forums will now take place on the following dates:</p> <ul style="list-style-type: none"> • North Community Forum: Wednesday 12 November at 7pm • South Community Forum: Wednesday 19 November at 7pm 	

ANNEX A

Post meeting note on outstanding actions of meeting held on 28 May 2014

Action Point: SCF28052014/3.8 Traffic Survey Annual report for 2012-13
The Traffic Survey Annual report for 2012-13 will be available on the website shortly, and members will be notified when this is available.

Post Meeting Note

The Traffic Monitoring Annual Report 2012-13 is now published on the Transport Scotland Website, forum members were informed of this on 16 June 2014.

Action Point: SCF28052014/3.11 South abutment access track layout and footpath

DT requested that a soft copy of this plan be provided to Forum members.

Post Meeting Note

Electronic copies of the South abutment access track layout and footpath were sent to South Community forum members along with the first set of draft minutes on 11 June 2014.

Action Point: SCF28052014/3.12 Echline driveway plans

In response to a question about an ongoing enquiry about plans affecting driveways at Echline, EM confirmed that these hadn't yet been finalised, but would be email the week after the meeting.

Post Meeting Note

Revised designs were emailed to DT and LC on 20 June 2014, hard copies were also provided.

Action Point: SCF28052014/5.4 Construction activities at Dundas

It was noted that a number of residents at Dundas had seen various construction activities in the area and were interested to find out more information.

EM thought that this was a subject that could be discussed in his monthly presentations.

Post Meeting Note

This subject will be incorporated into EM's monthly progress update presentation, given at the Contact and Education Centre.

Action point: SCF28052014/6.1 Lack of mitigation in place for dust leaving the construction site at Echline Corner causing a health issue.

EM agreed to look further at this point and indicate the web source used to establish wind direction.

Post Meeting Note

An email from EM to DT on 5 June and further email on 13 June clarified that an admin error had occurred in interpreting the direction of the wind, meaning incorrect information was provided DT in one point in a reply to a compliant raised on 17 May regarding dust leaving the site.

The regular web source used by FCBC is www.weatheronline.co.uk.

**Action Point: SCF28052014/6.3 (a) Vehicles travelling along Society Road
EM undertook to provide an outline of when it was expected that the number of vehicles who were permitted to travel along the road relating to the project**

reduce to zero.

Post Meeting Note

We expect the number of commuter vehicles to reduce to zero over the forthcoming twelve months.

Action Point: SCF28052014/6.3(b) Vehicles travelling along Society Road

LS confirmed that the contractor is permitted to allow vehicles to travel along the road, and this remains within the limits of the ACT and CoCP. It would be up to the contractor to take the traffic away from the road.

EM agreed to consider the comments on this issue further.

Post Meeting Note

The results of our efforts to reduce the numbers of commuter vehicles using Society Road is apparent. The numbers have been significantly reduced to approximately twenty.

Action Point: SCF28052014/6.4 Un-sheeted loads on the A904 (Builyeon Road)

EM agreed that that loads should be covered when travelling, and suggested that toolbox talks on this subject should be undertaken to restate this requirement.

Post Meeting Note

This subject has been covered in Tool Box Talks and regular briefings.

Action Point: SCF28052014/6.5 Lack of wheel-washing facilities on construction sites.

DT highlighted that dirt on the road was still an issue and mitigation measure were not operating efficiently. DT provided a photo of a lorry that had just gone through the wheel wash at the Echline site, but the front wheels had been untouched by the wash.

EM suggested that there may have been an issue with this facility.

AS agreed that this point would be taken away to be addressed.

Post Meeting Note

The wheel washing facilities have been checked by the Contractor and, apart from an electrical problem with the Echline wheelwash on one occasion the facility is in working order. The project is content with the level of resource and performance at this time. The situation will continue to be monitored.

Action Point: SCF28052014/6.10 Lack of information available regarding height and location of overhead gantries to be erected.

Plans will be provided of the location of the gantries and schematics of each one.

Post Meeting Note

PDF copies of the location of gantries and examples of dimensions of gantries are provided at Annex A and B.

Action Point: SCF28052014/6.13 Post-construction street lighting plans for

South Queensferry.

AS said that a query had already been raised on this issue and the reply would be shared with forum members.

Post Meeting Note

With regards to the development of the LED lighting design, progress in this area is the responsibility of FCBC. At this stage, the design process is ongoing and therefore a completion date cannot be offered at this time.

We are aware that issues have been experienced with regards to lighting uniformity where existing “traditional” lighting systems have been converted to utilise LED technology. However, in the case of the Forth Replacement Crossing (FRC) project, a brand new lighting system is to be installed on the new sections of Trunk Road to be maintained on behalf of Transport Scotland. The new system will be specifically designed around the use of LED lighting technology; will be prepared to current design standards and best practice; and, will be certified by the Contractor’s designer and independent checking organisation in terms of its suitability for implementation.

With regards to possible health issues, and in particular on potential disruption to sleeping patterns, from the research undertaken to date, it has been observed that there may be a link between some forms of LED lighting, which in a small number of cases can affect sleeping patterns. The research upon which this observation is based has focussed on higher lighting levels, and on LEDs that have a higher blue content in the light that makes the visual effect appear cool. Taking account of the results of this research, the specification for the LED lighting on the new Trunk Roads forming part of the FRC project requires a warmer lighting appearance, which is outside the lighting range thought to generate this issue.

We would advise that LED lighting is far more directional in terms of its dispersal of light than traditional street lighting. LED lighting is only to be implemented on the Trunk Roads that are to be operated on behalf of Transport Scotland. Local roads, including the A904, B924 and the New Queensferry Junction gyratory will be lit using high pressure sodium (SON) lighting, and this will be provided in accordance with the requirements of the relevant local authority.

Action Point: SCF28052014/6.17 Smashing of cast iron pipes with digger alongside Builyeon Road.

EM agreed to check the appropriate noise monitors near where the work was being carried out and revert.

Post Meeting Note

EM emailed direct to LC on 20 June to confirm that the noise monitor nearest to the work being carried out (at Echline) had not recorded any threshold exceedances at the time that this work was being undertaken.

Action Point: SCF28052014/7.1 STOP/GO Boards along Society Road

A resident had raised an issue regarding the absence of Stop/Go boards along

Society road and lack of operatives when plant exit the site onto the road.

Post Meeting Note

The Contractor has made improvements to the sight lines at the Society Road/Haul Road crossroads and, having risk assessed the junction and are happy that vehicles up to 3 tonne pick-up size can cross safely unaided by STOP/GO or escort.

Vehicles above this weight are still required to have STOP/GO or escort while crossing.

Action Point: SCF28052014/7.4 Future site visit

LS said that the project would be happy to host a site visit for the Forum that would build on that which was undertaken by forum members last year.

Post Meeting Note

Sites visits for Forum Members took place on 16 and 18 August.