



Forth Replacement Crossing Community Council Forum (South) Minutes

Meeting location: Contact & Education Centre, South Queensferry

Meeting Date/Time: 29 May 2013 – 7pm

Subject: Community Forum South

Participants:

Community Representatives

Keith Giblett (Queensferry & District Community Council)
Grant Sangster (Queensferry & District Community Council)
Steve Lee (Kirkliston Community Council)
Les Chapman (BRIGS)
Doug Tait (BRIGS)

Transport Scotland – Employers Delivery Team (EDT)

Lawrence Shackman
Andrew Pope
Raymond Kirk
Allan Buchan (c/o BIG Partnership)

Forth Crossing Bridge Constructors (FCBC)

Ewen Macdonell

Observers

3 observers

Apologies

Darren Wraight (City of Edinburgh Council)
Terry Airlie (Queensferry & District Community Council)
Doug Ross (Queensferry & District Community Council)
Bert Scott (Cramond & Barnton Community Council)
Evelyn Woollen (Newton Community Council)
Janet Thornton (Newton Community Council)
Scott Chalmers (FCBC)

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	Notes	Action
1	Meeting chaired by Lawrence Shackman	
1.1	LS reiterated the purpose of Forum meetings – including that: 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	Review of minutes and outstanding actions South Community Forum 6 March 2013	
2.1	Minutes DT confirmed only one of two requested amendments had been made by KON and asked that minute be further updated on point SCF31012/3.3 to reflect he asked if any claims had been fully or partly “paid” rather than “made”. DT highlighted that the answer does not require updating. LS agreed. Updated minutes were approved – subject to the agreed change.	Noted
2.3	Outstanding actions paper (Circulated in advance of meeting)	
SCF230811/ 8.7	CoCP Variations LS suggested that, as this has been an action for almost two years, it should be removed as an outstanding action but he emphasised it can still be raised at any future time.	Noted
SCF060313/ 2.3a	General Vesting Declaration/CPOs LS confirmed that of the 316 potential claims which could be made by owners/occupiers/lessees 101 claims have been received. Of these: <ul style="list-style-type: none"> - 8 have been settled in full - 19 have received part payment. Of the remaining 74 claims: <ul style="list-style-type: none"> - 36 relate to common ownership issues - 15 are being progressed by the District Valuer - 21 are awaiting documentation back from claimants Additionally, on top of the 101 claims a further 14 have been closed by the District Valuer.	Noted
SCF290513/ 2.3a	Q DT asked if Transport Scotland planned to pay those claims (i.e. Part 1 Claims) related to M9J1a a year after its opening? A LS said this was highly likely, but had still to be confirmed. LS to provide update on status at next meeting.	EDT

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<p>SCF210812/ 2.4a</p>	<p>Speed checks LS confirmed that City of Edinburgh Council (CofEC) were content for the data from the VAS installed on the A904 to be made available and asked community representatives to confirm if they required a copy.</p> <p>DT requested a print copy and GS requested an electronic version. EDT to source and forward copies.</p>	<p>Noted</p> <p>EDT</p>
<p>SCF210812/ 7.2c</p>	<p>EMP feedback session LS confirmed no requests for a feedback session have been received, but suggested that the item again remain as an action point.</p>	<p>Community representatives</p>
<p>SCF210812/ 7.7b</p> <p>SCF290513/ 2.3b1</p> <p>SCF290513/ 2.3b2</p>	<p>Traffic flow statistics between M9 Spur and A904 LS confirmed that the EDT had been advised that data for M9 Spur north-bound previously thought retrievable (Jul 12 to Jan 13), is lost and now cannot be retrieved.</p> <p>LS highlighted that the counter was replaced and is receiving data (from Feb 13) and that it may be possible to replicate the lost data by using the other carriageway data as a proxy. EDT to publish data on FRC website as it becomes available.</p> <p>Q DT asked if it was possible to obtain data in advance of the SCF meetings in order to review and prepare questions? A LS agreed to update statistics to March 2013 and forward details and/or web link.</p>	<p>Noted</p> <p>EDT</p> <p>EDT</p>
<p>SCF281112/ 4.2</p> <p>SCF290513/ 2.3c</p> <p>SCF290513/ 2.3d</p>	<p>FCBC Traffic Management (TM) EM confirmed weekly TM update is sent to community representatives that have requested a copy.</p> <p>DT highlighted that TM information should be issued at least two weeks before measures come into effect.</p> <p>DT asked if the local resident with pushchair had been contacted re most recent closure of U221. EM said they had contacted them previously, but not on this occasion. EM confirmed that, as before, he would be happy to arrange a taxi if access was an issue before the TM is removed on Saturday. DT to contact resident.</p> <p>It was noted that the signs say pedestrian access will be maintained, but this is not the case. EM to check status.</p>	<p>Noted</p> <p>Noted</p> <p>FCBC/ BRIGS</p> <p>FCBC</p>

SCF281112/ 7.1	<p>Queensferry Gyrotory LS confirmed a simplified version of the presentation slides (i.e. so that they can be understood without a person presenting) have been completed will be added to the FRC website.</p>	EDT
SCF281112/ 7.5	<p>Hand-held monitoring</p> <p>Post Meeting Note</p> <p>Annex A version 1.2 – date of issue 22.05.13 – minutes of meeting – SCF 6 March 2013</p> <p>REF: SCF281112.7.5 – Hand-held monitoring</p> <p><u>Written Answer – provided by FCBC</u></p> <p><i>All the available results are on the website.</i></p> <p><i>The reason for the lack of results was a loss of power to the device when the temporary compound at Echline was moved to the permanent location. It was initially hoped that the device would be operational mid-August. However, the loss of power continued throughout August due to faulty equipment – power supply to the meter was sourced however there were faults with the connection. As a result, further works were undertaken and a new enclosure in September when mains power was connected. FCBC and a third party worked throughout September to connect the mains power, however this was delayed until early October.</i></p> <p>Q DT asked if data was available from hand held monitoring would it have been published?</p> <p>A EM confirmed all results to date have been posted on the FRC website and there is no further information. It was confirmed by EM that no information is available for hand-helds at Echline Corner for the period when monitoring equipment was not operating (May – October 2012).</p> <p>Post Meeting Note</p> <p>At a meeting attended by David Climie (DC), LS, LC and DT on 30 August 2013, DT and LC asked about Monitoring at Echline Corner for May – October 2012 where they stated that ‘no readings were recorded on website. What are results of handheld readings in this period?’</p> <p>DC provided confirmation of the hand held monitoring results available for May – October 2012 in a note to LC and DT on 10 September 2013 following the meeting with LC</p>	Noted

	<p>and DT of 30 August. This was as follows:</p> <p><i>“The Air Quality reports for the period when hand held measurements were undertaken at Echline (August and September 2012) due to lack of power supply for the meter there are available on the project website. Results can be found in Appendix D of each report (Daily Dust Log South). FCBC did not undertake measurements every day during this time but tended to concentrate on those days where dry and /or windy conditions occurred. From 19th May to end July 2012 there were no readings as attempts were made to reinstate the meter. This took much longer than anticipated.</i></p> <p>August</p> <p>http://www.transportscotland.gov.uk/files/documents/projects/forth-replacement/REP-00060-00.pdf</p> <p>September</p> <p>http://www.transportscotland.gov.uk/files/documents/projects/forth-replacement/REP-00062.pdf</p> <p><i>No noise and vibration results were taken from the fixed monitoring station at Echline Corner from 21st May to 3rd October 2012, with the exception of 5 days during August when vibration monitoring was taken and included in the monthly report.”</i></p>	
SCF060313/2.3d	<p>Pollution caused by construction vehicles</p> <p>LS said he hoped community representatives would agree there had been an improvement as a result of the further measures implemented both at the Niddry Bing and by FCBC on the north-side.</p>	Noted
SCF290513/2.3e	<p>DT asked why only one of four bus shelters has been cleaned recently.</p> <p>EM believed they had all been cleaned, but they get dirty very quickly. EM emphasised a contributing factor was that the drainage system does not work effectively resulting in debris being thrown-up.</p> <p>KG said the gulleys at Echline roundabout were also blocked and need to be cleaned. LS emphasised that EDT would raise the issue with CofEC. The A904 will be re-surfaced early in 2014 by CofEC and the EDT will co-ordinate the works and ensure gulleys are kept clear.</p>	Noted Noted EDT
SCF060313/3.4	<p>Contact & Education Centre</p> <p>LS confirmed that the four Open Days held in April had</p>	Noted

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	<p>proved successful with over 700 people attending and that feedback was generally very positive - this feedback will be considered in planning future events.</p> <p>LS added that further dates will be confirmed very soon and that an email would be issued to inform Community Councils, with details also to be published in the FRC newsletter.</p>	Noted
<p>SCF060313/ 3.5a</p> <p>SCF290513/ 2.3f</p>	<p>Noise Liaison Group (NLG) EM confirmed that workers have been briefed, where possible, to begin work from lower levels in excavations to minimise early morning noise.</p> <p>Q DT asked if rock pecking works were likely to continue on the north side of the A904 as he understood excavations to a depth of six metres will be required? A EM to check with Operations Manager and advise DT.</p>	<p>Noted</p> <p>FCBC</p>
<p>SCF060313/ 3.5b</p> <p>SCF290513/ 2.3g</p>	<p>Identification of Noise</p> <p>Post Meeting Note</p> <p>Annex A version 1.2 – date of issue 22.05.13 – minutes of meeting – SCF 6 March 2013</p> <p><u>Written Answer provided by FCBC</u></p> <p><i>You can usually tell the difference between HGV noise and road traffic noise on a given exceedance. They sound different – road traffic noise from a single vehicle movement is more transient.</i></p> <p>Q DT asked how noise from FRC related HGVs were distinguished from non-project HGVs? A EDT/FCBC to check and confirm.</p>	<p>EDT/FCBC</p>
<p>SCF060313/ 4.1</p>	<p>Apprenticeships LS confirmed CVs of JS&R (M9 J1a Contractor) apprentices were forwarded to FCBC, but that they were part of training schemes not required by FCBC or they do not have places currently. EM confirmed their CVs have been kept on file should the situation change.</p>	Noted
<p>SCF060313/ 4.2</p>	<p>Traffic management LS to check if M9J1a gantry painting is now complete and confirm in post meeting note.</p> <p>Post Meeting Note</p>	EDT

	<p>Gantry painting being undertaken 7 to 9 June 2013 inclusive.</p> <p>Q DT had been asked why cameras on the northbound side of M9 Spur (M90) gantries were not in place? A RK confirmed cameras are in place.</p>	Noted
SCF060313/5.1a	<p>Maximum depth of gyratory works</p> <p>Post Meeting Note</p> <p>Annex A version 1.2 – date of issue 22.05.13 – minutes of meeting – SCF 6 March 2013</p> <p><u>Written Answer provided by FCBC</u></p> <p><i>The mainline at Ch: 3600 (Below the Northern side of the Queensferry Gyratory) has a FRL (finished road level) of 47.532m. The EGL (existing ground level) at this location was 56.950m, meaning that the new FRL is 9.418m in cutting.</i></p> <p><i>For the permanent works, the excavation will extend below pavement subformation (FRL minus 1.3m) and the drainage pipes will be deeper still at FRL minus 1.8m (underside of catchpits would be 0.5m below that). Overall therefore, we will be excavating to a maximum depth of 11.718m.</i></p>	
SCF060313/5.1b	<p>Apprentices</p> <p>KG confirmed he had obtained the information from another source.</p>	Noted
SCF060313/5.2	<p>U221 traffic management</p> <p>LS confirmed this will be provided as part of the update from FCBC during meeting.</p>	Noted
SCF060313/6.1	<p>Bus routes planning to use Dundas bus slip</p> <p>Post Meeting Note</p> <p>Version 1.2 – date of issue 22.05.13 – minutes of meeting – SCF 6 March 2013</p> <p>All buses will have the opportunity to utilise the new bus slips and include the following services: 53, X53, X59, M90, M92, X54, 55, X57, X58, M60, M91, 50 and X61. However, it should be noted that ultimately it will be a matter for the operators to decide which route their services take in.</p> <p>LS also advised that Stagecoach had indicated it will</p>	<p>Noted</p> <p>Noted</p>

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	introduce further services when Halbeath Park & Ride is introduced, but details have still to be confirmed.	
SCF060313/6.3	<p>Society Road works</p> <p>LS advised Forum that CofEC had not confirmed its plans for resurfacing works but he hoped a positive conclusion will be reached in the near future regarding the possible footpath extension towards Linn Mill. He also confirmed FCBC works to reconstruct the road within the Act limits are likely to begin in July.</p> <p>EDT/FCBC to provide updates at earliest opportunity.</p>	<p>Noted</p> <p>EDT/FCBC</p>
SCF060313/8.1	<p>Web Q&A</p> <p>Post Meeting Note</p> <p>Annex A version 1.2 – date of issue 22.05.13 – minutes of meeting – SCF 6 March 2013</p> <p><i>EM to supply any written answers that were issued to KON. KON to send to Community Representatives. Website Q&A will be updated as appropriate and also as an ongoing exercise to reflect project progress.</i></p> <p>DT and LC highlighted a potential issue at public meetings if EDT/FCBC undertook to respond to a question post meeting, i.e. they suggested another person who might have asked the same question has no way of finding the answer unless it is published.</p> <p>AP emphasised that most questions were answered as part of the existing Q&A on the FRC website. This is updated regularly, but it is intended to answer general questions and be easily searchable. To publish answers to all questions was impracticable as the Q&A would become difficult to search and many questions were specific to individuals. AP emphasised that the EDT responds to all questions raised by individuals.</p> <p>DT asked that it be made clear at the beginning of public meetings that if questions require to be answered post meeting, they will not be published – this would encourage people to ask the question or ask to be copied in on answers. LS agreed and said the EDT would also continue to encourage people to approach the team at the end of the meeting if they did not want to ask a question in front of an audience.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
3	Update from Employer’s Delivery Team	

3.6	<p>Institution of Civil Engineers (ICE) LS and EM confirmed Bridges to Schools week, based on ICE's programme, was successfully held over a week at the CEC and nine local primary schools participated.</p> <p>Q KG asked if secondary schools took part? A EM confirmed the week was designed for primary schools. AP added that the EDT is working with Education Scotland to examine potential for links with the curriculum for secondary schools.</p>	Noted Noted
3.7	<p>Contact & Education Centre (CEC) Q DT asked if the CEC would eventually become a visitor centre as he understood this was the purpose identified in the Forth Crossing Bill and Forth Road Bridge 'Meeting of Forth Estuary Transport Authority, Visitor Centre Proposals' document, 26 February 2010.</p> <p>A LS said one of the aims of the Forth Bridges Forum was to consider tourism related to the three bridges. The requirement for a facility to support this has to be determined and the CEC could be one option.</p> <p>KG said that he had been invited to sit on the Steering Group and would be happy to discuss with DT after the meeting. KG emphasised that QDCC supported the development of the facility as a visitor centre and would prefer if any future visitor centre was located there.</p>	Noted Noted Noted
3.8	<p>Name the Bridge (NTB) LS confirmed that more than 28,000 votes had been received since the shortlist of five names was announced and voting will end on 7 June. An animated cartoon has been produced to promote the shortlist which can be viewed from the NTB website.</p> <p>Q Will the FRC be a primary destination on road signs? A LS confirmed it was policy that bridges are not listed as primary destinations on road signs. However, some signs are erected to clarify directions to bridges e.g. "leave M9 at Junction 1a for X Bridge".</p>	Noted Noted
3.9	<p>Newsletter LS confirmed the next project newsletter will be issued at the end of June.</p>	Noted
3.10	<p>Webcams/timelapse LS confirmed these went live today (29 May) on the FRC website.</p>	Noted

4	Forth Crossing Bridge Constructors (Principal Contract)	
4.1	<p>Progress update and 3 month look ahead EM provided presentation of works progress with project overview and look ahead including photos. Highlights included:</p> <p><u>North works:</u></p> <ul style="list-style-type: none"> - Realignment of B981 – plan to open to traffic in spring 2014 which will enable embankment to be completed - Ferrytoll embankment – 75% of required shale will have been transferred to site by August 2013. This will mean vehicle movements from Niddry Bing will be reduced to 50 loads per day - Ferrytoll reconfiguration of roads - public meeting to take place this autumn - Bridges – one for realignment of B981 over dockyard railway line now complete and also extension of the dockyard railway line tunnel to allow progress of northbound carriageway also complete - Winnyhill – last rock blast took place in March - St Margaret’s Hope outcrop – has been blasted to motorway level - Drainage diversion – is being undertaken by Scottish Water <p><u>Bridge works:</u></p> <ul style="list-style-type: none"> - Piers - progress outlined - North and South towers – excavations to be completed by early June/July respectively - Beamer Rock centre tower – blinding concrete complete, due to pour structural concrete in next month - Towers – will start to appear this autumn - Tower shutters – photos highlighted materials and fitting process described. <p><u>South works:</u></p> <ul style="list-style-type: none"> - Approach Viaduct – process described for joining steel sections together using recently installed gantry crane and push-out over piers, due to begin in autumn and take around a year - Detention ponds - for excess water and to filter solids and grit - A904 – traffic will be diverted to new A904 this time next year - Southbound bus lane – construction is ongoing. - Earthworks ongoing through south area including bunds etc <p><u>Miscellaneous</u></p> <ul style="list-style-type: none"> - Laboratory – work of testing lab described. 	Noted

<p>SCF290513/4.1a</p> <p>SCF290513/4.1a</p>	<p>Q DT and LC queried purpose of area highlighted in aerial photo near Springfield and concern that this was outside the screened works area. Given the area was covered by loose stone, it was contributing to dust and noise.</p> <p>A EM confirmed this was a temporary area for testing materials. EM to check re screening for area.</p> <p>Q DT and LC highlighted concern re a compound with storage area near Echline corner which they understood had not been designated for this purpose in the Code of Construction Practice. This was creating noise and traffic issues for residents. DT and LC emphasised safety concerns from HGVs creating a bottleneck when entering and leaving the area. LC also highlighted vehicles were dragging dirt onto the road. DT suggested, as a minimum, the entrance be moved further along the U221.</p> <p>A EM to check with Operations Team and advise DT/LC.</p>	<p>FCBC</p> <p>FCBC</p>
<p>4.2</p>	<p>Traffic management (TM) EM highlighted:</p> <ul style="list-style-type: none"> - U221 – full closure until 31 May - A904 tie in – one lane running on 31 May - Society Rd – one lane running from early July, end date tbc - A904 gas and water diversions – one lane running during night time, dates tbc. 	<p>Noted</p>
<p>5</p>	<p>Community issues</p>	
<p>5.1</p>	<p>Key points of discussion following recent meeting between LS and David Climie with DT and LC were outlined by LS:</p> <p><u>Speeding on A904</u></p> <ul style="list-style-type: none"> - Issue was raised by EDT at Traffic Management Working Group and police had been undertaking speed checks at least twice the previous week. DT said this had a short term impact. LS emphasised it was the responsibility of the police to take any further action. <p><u>Access route to south abutment</u></p> <ul style="list-style-type: none"> - LS explained that FCBC was proposing to switch position of footpath/cycle track with the access track and the proposal was with TS for approval. <p><u>Site entrance on south side</u></p> <ul style="list-style-type: none"> - FCBC had addressed the issues raised regarding preventing mud on roads. 	<p>Noted</p> <p>Noted</p> <p>Noted</p>

<p>SCF290513/ 5.1 a</p>	<p><u>14 Day notice period</u></p> <ul style="list-style-type: none"> - LS confirmed the project newsletter will provide forward dates in as much detail as is possible. EM confirmed FCBC will also develop a flyer with general dates through to next year. 	<p>FCBC</p>
<p>SCF290513/ 5.1 b</p>	<p><u>Vehicles exiting south compound</u></p> <ul style="list-style-type: none"> - LC asked why vehicle drivers were instructed they must turn left and use roundabout if wishing to go back to Newton. EM suggested this was a safety precaution due to volume of traffic on the road. LC said many trucks were simply doing a u-turn at Echline Corner which was more dangerous and suggested they be allowed to turn right. EM to investigate and advise EDT and DT/LC <p><u>Flood Mitigation</u></p> <ul style="list-style-type: none"> - LS confirmed that all safeguards for run-off are in place for all temporary and permanent roads. LC highlighted continued ponding at in the SE corner of Echline Field. LS confirmed this would continue to be monitored. <p><u>Grass cutting</u></p> <ul style="list-style-type: none"> - LS confirmed this had been undertaken and would be maintained by FCBC. <p><u>Fencing south of A904</u></p> <ul style="list-style-type: none"> - LS confirmed all motorway fencing in this location would have badger netting. 	<p>FCBC</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
<p>6</p>	<p>Next Community Forums (proposed)</p>	
<p>6.1</p>	<ul style="list-style-type: none"> - South Community Forum – Wednesday 28 August 2013. Meeting to be held at CEC. - North Community Forum – Wednesday 21 August 2013. 	<p>Noted</p>
<p>7</p>	<p>AoB</p>	
<p>7.1</p>	<p>Deer fencing Q Query if deer fencing had been considered? A LS confirmed that assessment had concluded there was no requirement for deer fencing.</p>	<p>Noted</p>