



Forth Replacement Crossing South Community Forum Minutes

Meeting Location: FRC Contact and Education Centre, South Queensferry
Meeting Date/Time: 26 August 2015
Subject: South Community Forum

Participants: **Community Representatives**

Tim Beesley (TB), Newton Community Council
Les Chapman (LC), BRIGS
Keith Giblett (KG), QDCC
Grant Sangster (GS), QDCC
Doug Tait (DT), BRIGS
Janet Thornton (JT), Newton Community Council
David Buchanan (DB), Kirkliston Community Council

Transport Scotland – Employers Delivery Team (EDT)

Lawrence Shackman (LS), Project Manager
Alan Shirley (AS), Head of Policy, Governance and Stakeholder
Liaison
Charles Cozens (CC), Finance & Governance Officer
(Secretariat)

Forth Crossing Bridge Constructors (FCBC)

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

Apologies

Doug Ross (DR), LMRA/BRIGS
Darren Wraight (DW), City of Edinburgh Council
Terry Airlie (TA), QDCC
Peter Fitzgerald (PF), BRIGS
Bert Scott, BRIGS/
Cramond and Barnton Community Council

1	Welcome and Introductions	
1.1	<p>Meeting chaired by LS.</p> <p>Apologies were noted as above.</p>	
2	Review of Minutes and Outstanding Actions	
2.1	<p><u>Review of Minutes</u></p> <p>The Minutes of the meeting held on 20 May 2015 were approved.</p>	
2.2	<p><u>Outstanding Actions</u></p> <p>There are no outstanding actions from the last meeting of the Forum. All actions arising from that meeting have been addressed via Post Meeting Notes included in the 20 May Minutes as noted.</p>	
3	Employer's Delivery Team (EDT) - Update	
3.1	<p>LS provided a short update on EDT activities over the last 3 months together with upcoming events, noting the following:</p> <p><u>Infrastructure and Capital Investment Committee</u></p> <p>As part of our regular communication with the Scottish Parliament, David Climie and I have been invited to appear in front of the Committee on 16 September to update them on Project progress.</p> <p>The project will also be hosting a visit from the Committee to provide an on-site visual update.</p>	
3.2	<p><u>Community Forum site visits</u></p> <p>Invitations have been issued to Forum members regarding forthcoming progress site visits which will be held on Saturday 5 and Monday 7 September. We asked those interested in attending to reply by 14 August.</p> <p>If members haven't yet replied who wish to attend one of the visits, can you please e-mail us.</p>	
3.3	<p><u>Cabinet Secretary for Infrastructure, Investment & Cities visit</u></p> <p>Keith Brown visited the Queensferry Crossing construction site on August 13 to meet with workers and view progress on the project.</p>	

	<p>Mr Brown updated the media on the fact that the project has now reached a new peak employment rate with 1,230 employed directly onsite. He also mentioned the following:</p> <ul style="list-style-type: none"> • The south approach viaduct has been fully launched to its final position; • The first cables have been installed on the North Tower • All three of Queensferry Crossing's towers are over 160 metres high – over 10 metres above the height of the Forth Road Bridge; • The new B800 bridge over the A90 was opened in July; and • Assembly of north approach viaduct steelwork is nearly complete ready for launch this Autumn. <p>Finally, with Queensferry Crossing's towers now over 15 metres higher than the Forth Road Bridge, Mr Brown was also able to announce that the Queensferry Crossing is the highest bridge in the UK.</p>	
3.4	<p><u>Compensation Claims</u></p> <p>LS confirmed that to date, the Project has received approximately 136 claims from the 316 owners/occupiers/lessees in relation to the FRC General Vesting Declaration's carried out in April and June 2011. (There has been no change to the number of claims received since the last meeting)</p> <p>Of these:</p> <p>37 claims have been settled in full (an increase of 1 since the last meeting).</p> <p>27 claimants have received 90% part payments (an increase of 6 since the last meeting). The part payments are as a result of advance payment requests from the claimants.</p>	
3.5	<p><u>Industry Days</u></p> <p>The project held 20 'Industry Days' for engineering professionals to attend a half day event to find out more about the FRC Project which included a bus tour of the FRC site. The events took place between late April and mid-August.</p> <p>These were a huge success and attracted around 1000 attendees.</p>	

<p>3.6</p>	<p><u>Frame the Bridge</u></p> <p>The Frame the Bridge Campaign is still open.</p> <p>To date we have received 357 images. The campaign will run until December 2016.</p>	
<p>3.7</p>	<p><u>Pathway to Springfield</u></p> <p>LS requested an update from the Forum regarding the pathway to Springfield to facilitate its delivery should the community and City of Edinburgh Council (CEC) agree to its construction.</p> <p>KG confirmed that talks were still underway between QDCC and CEC, however other local issues have taken a priority.</p> <p>DT asked whether there were any legal issues to explain why this has not yet been agreed?</p> <p>LS suspected that the 'legal issues' may concern who is responsible for the paths maintenance (TS or CEC) and the timing of any transfer in responsibility. Additionally there may be concerns regarding what may happen should the land on which the path is constructed be sold for development.</p> <p>QDCC will raise the issue of the footpath with CEC and refer back to TS in due course</p>	<p>QDCC</p>
<p>3.8</p>	<p><u>Contact and Education Centre</u></p> <p>AS updated the Forum on the Contact and Education Centre Statistics noting the following:</p> <p>Since the Project Exhibition opened in 2013 there have been over 11,000 visitors. Since March 2015 on average 75-100 people have attended each day of opening.</p> <p>The Presentation Series has been well attended with an average of 130 attending each day. The next events are the 28 August, 25 September and 30 October. The format has changed slightly and the event consists of the Project Overview presentation twice a day at 1000 and 1300.</p> <p>Since the end of the 2014/15 academic year, the project team have again written out to all schools in Scotland offering them a chance to take part in the FRC Schools</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>

	<p>Programme. As well as a visit to the CEC to learn about the FRC Project and Forth Bridges using a variety of activities to promote civil engineering, we have introduced a new educational package for the 2015/16 academic year for the purposes of 'Distance Learning'. The Distance Learning package is to allow pupils and schools to benefit from the FRC Schools Programme who perhaps could not attend for example, because of any prohibitive distance they would have to travel or due to the cost of transport.</p> <p>Over 5,000 pupils attended the CEC education programme in the 2014/15 academic. This number is expected to be similar in the 2015/16 year.</p>	Noted
4	Forth Bridge Operating Company (FBOC) and Forth Bridges Forum - Update	
4.1	<p>LS gave an update on the Forth Bridge Operating Company and Forth Bridges Forum, noting the following points:</p> <ul style="list-style-type: none"> • The next meeting of the Forth Bridges Forum will take place on Thursday 27th August 2015. • Amey representatives will provide a presentation about the new Forth Bridges Unit at an evening meeting later this year, as part of the regular series of events hosted by the Forth Bridges Forum. Further details will be provided nearer the time. • The Forth Bridge was inscribed as a World Heritage Site by United Nations body UNESCO in July 2015 at its committee meeting in Bonn, Germany. The Forth Bridge becomes the sixth World Heritage Site in Scotland. The successful inscription of the Forth Bridge marks the culmination of over three years work since the UK Government's Department for Culture, Media and Sport announced a nomination would be prepared for the Forth Bridge. Since then, the Scottish Government - through the Forth Bridges Forum, working closely with community representatives - led the preparation and public consultation for the nomination. • 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 	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

	Scotland's Special Projects team on 0141 272 7473. Minutes of Forum meetings are published on the Transport Scotland website.	
5	Forth Crossing Bridge Constructors (Principal Contract) – Update	
5.1	<p>EM provided a slide presentation to Forum members that included photos of the work currently on-going, progressing from south to north:</p> <ul style="list-style-type: none"> • <u>Dalmeny Rail Bridge and Standingstone Road Bridge in Dalmeny</u> - bridge repairs and waterproofing works have been carried out in preparation for the tie-in of the south bound bus link. A new vehicle safety barrier will be added in due course. • <u>B800 Bridge</u> – this was open fully to traffic in late July and the existing B800 bridge will be demolished over two weekends – the 24th and 31st October 2015, with 7th November weekend booked as a contingency. This will entail temporary closures of the A90. Details will be published in the media and the project website nearer the time. • <u>Approach Road South</u> - Sub-base (the first construction layer of the new M90 motorway) is underway between Dundas and the new Queensferry Junction with work continuing over the next two months. Drainage and ducting are being installed along the motorway and shall be sufficiently advanced as the year progresses to see our target of blacktop surfacing in place from Dundas through to the South Abutment. • <u>Queensferry Junction</u> - Much of the work is now complete with verge works being progressed to a conclusion where possible in the weeks to come. FCBC made the traffic lights on the A904/B924 active in the period. • <u>South Approach Viaduct</u> - Work is progressing well with joiners and steel fixers having started the process of forming the deck to support the north bound carriageway. The first of 28 concrete pours is planned for September 2015 and work will be continuous into the early part of 2016 until 24 pours are completed by Spring 2016. The final four pours will be completed after this to tie into the main crossing deck. • <u>Towers</u> – <ul style="list-style-type: none"> ○ South and North Towers are progressing well, cabling having started on the North Tower in July and the South in August, with 	Noted

	<p>the first four deck sections at each of these having been successfully concreted during the past three months.</p> <ul style="list-style-type: none"> ○ Deck concreting on Central Tower is progressing well and cabling will get underway soon. ○ Each tower requires 54 concrete pours . At present the South, Central and North have completed 45, 45 and 47 pours respectively, each one, on average 4 metres high. <ul style="list-style-type: none"> ● <u>North Approach Viaduct (NAV)</u> - Work on the piers is nearing completion in good time for the launching of the NAV steelwork, a 222 metre long structure weighing in at over 6000 tonnes which will be pulled over the North Abutment and piers to its final resting place this autumn. ● <u>Ferrytoll Viaduct</u> - Reinforced concrete work on the deck is 40% complete with full completion scheduled for early autumn. The adjacent embankments have progressed well during 2015 with the bulk of the required 1.2 million tonnes of imported spent oil shale now in place. The earthworks for the SUDS (Sustainable Urban Drainage Systems) Pond immediately to the west of Ferrytoll viaduct is nearing completion. The pond will be lined with an impervious clay liner covered with 300mm of topsoil and planted by spring of 2016. ● <u>St Margaret's Marsh</u> - Works to improve irrigation and to promote the propagation of the marsh into the reed bed area are nearing completion with the installation of three sluice gates in the sea wall, refurbishment of five sluice gates in the reed bed area and the installation of connecting drainage throughout this Site of Special Scientific Interest. ● <u>King Malcolm Drive/Ferrytoll Road/ B981 Junction</u> - works are nearing completion with full opening including traffic lights planned for no later than September 2015. ● <u>Ferrytoll northbound merge slip road to the A90</u> - On Sunday 16th August 2015, this slip road off Castlandhill Road was opened to traffic. This is the first shift of traffic onto the new motorway alignment on the north network. It will be followed by all four lanes of traffic being shifted to their new, permanent, alignment throughout the remainder of 2015 and into 2016. ● <u>Average speed cameras (40mph)</u> – from Echline to Admiralty are currently under test on the northbound carriageway. Southbound carriageway cameras will be installed later this year. 	
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	<ul style="list-style-type: none"> • <u>Roadworks North</u> - The earthworks to the north of Dunfermline Wynd adjacent to the northbound carriageway are required to accommodate the new northbound diverge and hard shoulder from the new M90. The final slope of the cutting is now being formed and roadworks will follow in this location later in 2015. • <u>Ferrytoll Junction area</u> - The works at Ferrytoll are highly complex – there are around 15 traffic management phases to undertake before summer 2016. We are currently in Phase 5. Email alerts relating to the works at Ferrytoll are being issued for those who sign up for them at www.frc-ferrytoll.info. The current phasing can also be viewed here. • 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. 	
<p>5.2</p> <p>SCF26082015 /5.2</p>	<p>Further to EM's update a number of questions were raised.</p> <p>DT firstly stated that the completion of the traffic lights at Echline Corner was very much appreciated. He followed on by stating that while using the new B800 bridge he felt that the northbound carriageway was wider than the south, he has asked why this is and whether it is intentional and if so why?</p> <p>EM confirmed that he would look into this.</p> <p><u>Post Meeting Note</u></p> <p>FCBC investigated the difference in lane widths and confirmed that the northbound lane is currently wider. However, this is temporary as the final road markings have yet to be completed and these will include the current dashed line supplemented by a parallel dashed line and hatching in between. This will result in both lanes being the same width.</p> <p>With regards to the northbound bus-lane, this will commence immediately north of the access to ARUP.</p>	<p>FCBC</p>

<p>5.3</p> <p>SCF26082015 /5.3</p>	<p>Janet Thornton raised a query regarding shale delivery and to clarify the expected frequency in the coming months. This was previously raised in February, however she would like up to date figures.</p> <p>EM agreed to provide these figures again and noted that these were previously provided as a Post Meeting Note to the February meeting.</p> <p><u>Post Meeting Note</u></p> <p>In February EM stated that shale deliveries would start running from March, and continue for the rest of the year, at a maximum capacity of 100 deliveries per day. The deliveries would run from 0800 (with a 30 minute lead in time) to 19:00. Any Saturday deliveries would deliver up to 1300.</p> <p>As it currently stands there are still approx. 8000 loads still to be delivered, this is split between the North and South works as follows.</p> <ul style="list-style-type: none"> • Circa 2000 loads to be delivered to the south side between now and Summer 2016. Circa 1000 loads through to summer 2016 to complete the South side infill, the bulk of which goes to the A90 bus links. • There will be 4000 loads through to October/November this year on north side and 2000 loads September to November 2016 on north side. 	<p>FCBC</p>
<p>6</p>	<p>Community Issues</p>	
<p>6.1</p> <p>6.1 (a)</p>	<p>Two items had been requested by LC under this item.</p> <p><u>Landscaping at Echline Corner</u></p> <p>LC had a meeting with EM on Friday 21 August to discuss issues regarding the landscaping at Echline Corner. Out of this meeting LC is unhappy with the resolution of several action points, these being:</p> <p>In the Commitments and undertakings (2.17.10.1 (V)) It states that FCBC will remove the cherry trees from Echline Corner, however, they have left the stumps and roots in the ground. On 9 September 2014 an e-mail from EM states 'bushes and roots to be removed from line of driveway.' The removal of the cherry trees should include the roots as these are part of the tree. When will this be done?</p> <p>EM confirmed that he would look into this.</p>	<p>FCBC</p>

<p>SCF26082015 /6.1(a)</p>	<p><u>Post Meeting Note</u></p> <p>EM confirms that FCBC must remove the existing cherry trees to the north of the new access road so as to ensure appropriate sight lines for those seeking to access and egress the properties at 1 and 2 Echline. FCBC have achieved that, and root removal is not required to ensure appropriate sightlines. This issue was previously raised in the SCF meeting 27 May 2015 and subsequently answered under item SCF27052015/6.3(c).</p>	<p>Noted</p>
<p>6.1(b)</p>	<p>An issue regarding the areas that FCBC have soiled and seeded now being full of weeds. LC stated that ‘the whole area needs rotovated, stone picked where necessary, weed killed and re-seeded.’ FCBC confirmed that the area would be sprayed with a selective weed killer to kill off the weeds, however LC feels that this would also kill off the new grass too.</p>	
<p>SCF26082015 /6.1(b)</p>	<p>LS agreed to have the EDT Environment Team look into this in more detail and provide an explanation on ‘selective weedkiller’</p>	<p>EDT</p>
<p>6.1(c)</p>	<p><u>Post Meeting Note</u></p> <p>The EDT Environmental Team confirmed that selective weed killers are formulated to kill weeds, but not grass.</p> <p>FCBC’s sub-contractor, Houstons, are maintaining the verges in accordance with the FRC contract.</p> <p>LC raised issues with EM’s response to the re-instatement of Echline corner and that 200 crocuses would be planted here. LC stated that he believed that there had been thousands of crocuses in the area and he considers that 200 bulbs would be insufficient and would not comply with the Scottish Ministers Commitments and Undertakings.</p> <p>EM agreed to investigate the crocus planting and provide comment.</p>	<p>Noted</p>
<p>SCF26082015 /6.1(c)</p>	<p>LS confirmed that this area was still work in progress and is not yet finished. No part of the Principal Contract has yet been handed over as all works are on an on-going basis until completion of the project. FCBC will then continue to undertake any landscaping and other maintenance regimes for the 5 years defects period.</p> <p><u>Post Meeting Note</u></p>	<p>EDT/ FCBC</p> <p>Noted</p>

	<p>The EDT Environmental Team investigated the issue of planting and provided the following update:</p> <p>A substantial number of the original crocus bulbs are still present in the verge area at Echline corner and were in flower in Spring 2015.</p> <p>The recommended number, which is still considered to be an appropriate contribution as 'additional' bulbs was intended to supplement the existing bulbs. It is not considered that a solid coverage of crocuses to be necessary as they look attractive in swathes and this enables grass cutting to be undertaken around the areas of crocuses until their foliage has died back. It has been agreed that it will be indicated to Houston's where these additional bulbs will be planted.</p>	
<p>6.2</p> <p>SCF26082015 /6.2</p>	<p>Traffic light filter at A904/B924 junction</p> <p>LC raised an issue regarding the right turn filter lane to turn onto the B924 when heading westbound towards Newton. He feels that the filter light is poorly timed resulting in being stuck at the lights for an increased period of time. He feels that when the filter doesn't respond he is faced with 2 choices; either turn when there is a break in the eastbound traffic, or wait until the eastbound lights have turned red and to turn then, this however means that the traffic coming from the B924 is active and he is then stuck turning into oncoming traffic.</p> <p>EM confirmed that the right turn arrow is only triggered if more than 1 vehicle is stationary for a short duration in the filter lane. During periods of lighter traffic flows where the right hand turn is generally unimpeded by eastbound traffic on the A904, the arrow signal would not be triggered. EM confirmed that the lights are constantly being monitored and will be adjusted as needed to improve the junction.</p> <p>LS confirmed that this was only a temporary arrangement until the Queensferry Junction was fully operational at which point the lights will be working to their full effectiveness.</p> <p><u>Post Meeting Note</u></p> <p>FCBC and the EDT have investigated the timings and functionality of the filter lane at Echline corner and note that the filter lane is working as intended. We can confirm that the filter light will only become active if there is a</p>	<p>EDT/ FCBC</p>

	<p>queue of vehicles waiting to turn right. If there is just 1 vehicle turning right the junction is set up in a way that they have sufficient time to complete their manoeuvre before the traffic from the B924 becomes an issue. The Traffic Management Working Group are aware of the comments raised.</p>	
7	AoB	
7.1 SCF26082015 17.1	<p>DT asked that further to the May meeting, item 7.5 '2nd Year monitoring Statistics – M9 Junction 1A', which section of the Traffic Monitoring Report provides the evidence that there has been a decrease in HGV traffic through Newton? LC added that he has found it difficult to locate the traffic counters.</p> <p>LS confirmed that the EDT would confirm which section of the report contained this information.</p> <p>JT and TB both confirmed that they have seen a noticeable decrease in HGV traffic going through Newton, however there doesn't appear to be a noticeable decrease in car traffic.</p> <p><u>Post Meeting Note</u></p> <p>The evidence to support the reduced traffic flows on the A904 can be found in section 4.3 (commencing on p251) and Section 4.14 (commencing p317) of the report. These counters are placed on the A904 East of Newton and on the A904 at Old Philpstoun respectfully.</p>	<p>EDT</p> <p>Noted</p>
7.2 SCF26082015 17.2	<p>LC asked when Echline fields were next due to be cut?</p> <p>LS confirmed that this was due to happen shortly.</p> <p><u>Post Meeting Note</u></p> <p>Echline fields are due to be cut by the end of September.</p>	FCBC
7.3	<p>LC asked what has happened with the temporary access path west of the FCBC Echline compound that went from the A904 to Linn Mill?</p> <p>LS and EM confirmed that this path was a temporary access and had subsequently been closed for safety reasons. Discussions ensued and JT confirmed that alternative routes to the woods behind Linn Mill existed</p>	FCBC

	<p>such as via Society Road. EM agreed to provide confirmation as to why the footpath was closed.</p> <p><u>Post Meeting Note</u></p> <p>Further to the meeting FCBC investigated the reasoning for closing the footpath and confirmed that this temporary facility was within the FCBC site boundary. As such FCBC were responsible for the people using it, in terms of their health and safety. Up until recently it was safe for the footway to be used, but as the works have progressed it is now no longer considered safe for the public to use and thus has been closed.</p>	
8	Date of next meeting	
8.1	<p>The next meetings of the forums will take place on the following dates:</p> <ul style="list-style-type: none"> • North Community Forum: Wednesday 18 November at 7pm. • South Community Forum: Wednesday 25 November at 7pm. 	