

Welcome to the November 2010 issue of the Forth Replacement Crossing newsletter. In this issue you will find information on the progress of the Forth Crossing Bill and changes that have been made to the scheme (Page 1), the ongoing procurement process (Page 2), and an update on the advance works, ground investigations and archaeological investigations currently being undertaken (Page 3)

Forth Crossing Bill Update – Stage 2

Two weeks of Stage 2 Assessor hearings began on 30 August to consider outstanding objections to the Forth Crossing Bill. They were chaired and facilitated by Professor Hugh Begg, an independent assessor appointed by the Forth Crossing Bill Committee.

The Forth Replacement Crossing's project team have successfully resolved many of the original objections to the Bill through constructive engagement, discussions and meetings with objectors. These hearings, however, ensured that those with outstanding issues had the opportunity to put their case to the assessor.

The Forth Crossing Bill Committee is now reviewing the assessor's findings and recommendations and is due to publish its Stage 2 report at the beginning of November. The Forth Crossing Bill Committee will discuss and debate amendments to the Bill at Committee meetings which are currently scheduled for the 17 and 24 of November.

You can find up to date information on the work of the Forth Crossing Bill Committee by visiting the Scottish Parliament's website at www.scottish.parliament.uk

FRC project website updated

The Forth Replacement Crossing (FRC) project website has recently undergone a significant overhaul to improve its accessibility and ensure it is up to date and helpful for users.

Visit the site at www.forthreplacementcrossing.info for more information.



CoCP and Commitments & Undertakings Register

The project's Code of Construction Practice (CoCP) was further revised at the end of August and again, following the assessor hearing sessions, at the end of September.

Substantial updates have been made to Chapter 2 on Community Engagement and Chapter 5 on Noise and Vibration.

A Commitments and Undertakings Register was also published at the end of August 2010 and was further revised at the end of September.

Both documents may be subject to further updates at the end of Stage 2 proceedings and again at the conclusion of Stage 3. They can be viewed in full on the Forth Replacement Crossing (FRC) project and Scottish Parliament websites.

Improved Forth Crossing Pedestrian Links welcomed

Queensferry & District Community Council has welcomed recent changes to the Forth Replacement Crossing scheme design that improve access for cyclists and pedestrians around the new approach road and South Queensferry junction. A pathway will now be provided under the proposed bridge abutment to provide a connection between Linn Mill and Springfield that will also link in to new paths from Bon'ess Road and the A904 to the west, where a new toucan crossing will give access to the realigned U221 Builyeon Road.

The improvements come as a direct result of discussions between Transport Scotland and the Forth Crossing Bill Queensferry Objector Group, led by Queensferry & District Community Council.

Martin Gallagher, convener of the community council's Forth Replacement Crossing sub-committee said "I am very pleased that Transport Scotland has listened to our concerns and provided an innovative solution to meet local access needs.

The improved design addresses concerns over access to the U221 Builyeon Road, while avoiding the expense and significant visual impact of providing a large footbridge at Echline Corner."

Lawrence Shackman, Transport Scotland's Project Manager for the Forth Replacement Crossing said:

"Consultation has been central to the Forth Replacement Crossing Project and the proposed development of additional pedestrian and cycle access facilities around the South Queensferry Junction is yet another good example of what can be achieved through positive engagement with local communities.

"I commend all the individuals and organisations who have devoted considerable time and effort to the Forth Replacement Crossing consultation process. We aim to continue building positive relationships with local communities through sustained public consultation and engagement throughout the construction of the project."

Firms to compete for M9 Junction 1a upgrade and Intelligent Transport System Contracts

A number of leading construction firms are participating in the dialogue process for the two major projects that make up the Forth Replacement Crossing (FRC) alongside the Principal Contract to construct the bridge and connecting roads.

A total of six tenderers, comprising eight major construction firms, are set to compete for either one of or both of the contracts to upgrade M9 Junction 1a and deliver an Intelligent Transport System (ITS) north of the Forth.

The firms competing for the M9 Junction 1a comprise Morrison Construction and joint ventures from Balfour Beatty and Morgan Sindall; John Sisk & Son Ltd and Roadbridge; and Sir Robert McAlpine Ltd and Costain Ltd.

For the Fife ITS contract, Morrison Construction and the Sir Robert McAlpine/Costain Joint Venture are joined by John Graham (Dromore) Ltd and Forthspan, the consortium between Morgan Sindall; Bam Nuttall; Balfour Beatty and MT Hojgaard that is also bidding for the Principal Contract.

Minister for Transport, Stewart Stevenson, said:

“It’s imperative that this Government continues to invest in our transport infrastructure right across the country to help support economic growth and accelerate recovery. The M9 Junction 1a and the Fife ITS contracts, formally announced to the marketplace in July, are elements of the economically vital FRC scheme but also significant contracts in their own right and demonstrate the Scottish Government’s determination to create as many opportunities for the construction sector as possible.”

The M9 Junction 1a contract is anticipated to be worth between £46 million - £65 million and will improve connectivity and functionality between the M9 and the new FRC by widening the M9 at key locations, improving existing slip roads and providing new west facing slip roads.

The Fife ITS works will commence a 22km ITS corridor between Newbridge Junction, and M90 Halbeath Junction. This ITS will regulate the flow of traffic approaching the FRC crossing through the use of overhead signal gantries that provide lane control, variable mandatory speed control and traffic information to drivers via variable message signs (VMS).

Mr Stevenson added:

“This represents another significant milestone in the procurement of the Forth Replacement Crossing and demonstrates that, subject to the approval of the Forth Crossing Bill by the Scottish Parliament, the project remains on schedule for delivery on time and within budget by 2016.

“It is very pleasing to see the enthusiasm demonstrated by the construction industry in bidding for the FRC principal contract has also extended to the M9 Junction 1a and Fife ITS work, delivering a field of high-quality, experienced candidates.

“This level of competition will continue to help us ensure the Forth Replacement Crossing represents the best value-for-money for the public purse.”

Transport Scotland intends to begin competitive dialogue for both contracts in November 2010, before final tenders are submitted and contracts are awarded in 2011.

Meanwhile, ground investigations for the M9 Junction 1a works are currently taking place on land alongside the M9 and M9 Spur. These works are required to inform the design of the ITS gantries and require some lane closures, which are being coordinated with BEAR, Transport Scotland’s trunk road operating company, and City of Edinburgh Council. They began on 4 October and are expected to last approximately 8 weeks.



The FRC will include a 22km Intelligent Transport System that will manage traffic flow across the Forth.

Investigations begin at preferred Contact and Education Centre site

Plans for a dedicated Contact and Education Centre (CEC) for the Forth Replacement Crossing (FRC) are being developed that will provide a facility for information and consultation during the construction process in line with the requirements of the project’s Code of Construction Practice (CoCP).

At the recent Assessor hearings for the Forth Crossing Bill it was announced that the project team had identified the main offices of the Forth Estuary Transport Authority (FETA) located to the south east of the existing Forth Road Bridge as the new preferred site for the CEC. This is

instead of the originally proposed site at the east side of the Echline field construction compound.

Ground investigations began at FETA on 18 October and will inform the developing CEC proposals, which will be shared with local communities before a planning application is submitted to City of Edinburgh Council next year.

The investigations are expected to continue until early November and it is not anticipated that they will cause any disruption to local residents.

Advanced Archaeology works

Headland Archaeology (UK) Limited has been appointed to carry out archaeological investigations and search for items of historical interest on the land identified for the Forth Replacement Crossing (FRC).

These investigations began in August and include geophysical survey, trial trenches and hand excavation. They are expected to take approximately one year to complete

The majority of these works are being undertaken well in advance of any construction, to allow sufficient time for recovery and recording should items of historical interest be found.

Headland Archaeology is based in Scotland and has extensive experience of carrying out similar investigative works for large scale infrastructure development, including the Upper Forth Crossing at Kincardine and as part of a joint venture on the M74 Completion.

Steven Brown, Transport Scotland’s roads team manager for the FRC, explained:

“We are pleased to be working with Headland Archaeology on a very important aspect of the advanced works for the Forth Replacement Crossing. The successful completion of these investigations will help us ensure construction of the crossing can begin on schedule and be completed by 2016.

“The areas of archaeological interest are already well mapped, but Headland Archaeology’s investigations will use all practicable measures to ensure any items of historical interest are found and preserved. We will continue to work closely with Historic Scotland to ensure that this happens.”

Transport Scotland and their advisors have been working closely with Historic Scotland, and have identified several areas as having potential archaeological interest. Initial studies are focussing on land owned by Scottish Ministers at St Margaret’s Hope on the north side of the Forth and Echline Fields to the west of South Queensferry.

Transport Scotland is progressing agreements with existing landowners, to allow works to be undertaken in areas which are not currently in the ownership of the Scottish Ministers.

Staff from Headland Archaeology conducting a geophysical survey in Echline Fields.



Sewer outfall diversion works completed on time

Advanced diversion works on an outfall pipe have been completed to schedule.

As reported in the June 2010 edition of this newsletter, these works were required to ensure that construction of the Forth Replacement Crossing (FRC) is able to commence in 2011, subject to parliamentary approval of the Forth Crossing Bill, and that the crossing can be opened by 2016 – avoiding potential traffic restrictions on the current Forth Road Bridge.

The diversion entailed relocating the long sea outfall pipe from the South Queensferry Waste Water Treatment Works to accommodate the planned route of the new crossing across the Forth.

As Steven Brown, roads team manager, explains:

“It was essential to carry out these diversionary works in advance to ensure the construction of the FRC could begin next year as planned, so it is very pleasing that the project has been completed on schedule.”

The work was carried out by Scottish Water and Farrans (Construction) Ltd on behalf of Transport Scotland.



Protective matting for the new outfall pipe is lowered into the Forth.

Forth Replacement Crossing (FRC) Project overview

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

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

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

Following this study, the Scottish Government determined that the replacement crossing would be a cable-stayed bridge to the west of the existing Forth Road Bridge.

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

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

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

Contacting the Forth Replacement Crossing

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

Phone: 0141 272 7578

Email: frcenquiries@transportscotland.gsi.gov.uk

Web: www.forthreplacementcrossing.info

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

