Dear Mr Farrell

Infrastructure and Capital Investment Committee

Forth Replacement Crossing Update 11

I refer to the commitment given by Transport Scotland to provide regular updates in relation to the Forth Replacement Crossing (FRC) project. This is the eleventh update and covers the following topics:

  - Progress Update
  - Subcontract and Supply Order Update
  - Stakeholder Engagement
  - FRC Public Transport Strategy

Photographs illustrating progress can be found at Annex A.

Progress Update

The project remains on time and within the reduced budget range of £1.4 to £1.45 billion announced in September 2013.

Since my last update to the Committee, the project has received a second delivery of steel deck work on 13 August from ZMPC in Shanghai, which was successfully unloaded to our marine yard over the course of six days (Photograph 1). Further deliveries are expected to arrive in October for the North Approach viaduct and early next year for the cable stayed bridge.

All 3 towers have now reached deck level height and continue to rise. Installation of temporary steelwork trestles and support platforms around the towers has commenced using a large floating crane which will also be used to place the first four deck units at each of the towers. It is currently anticipated that these initial steel deck sections for the Queensferry Crossing will be lifted around the towers in October. (Photograph 2)

The project’s network connections team have begun works to reconstruct the Hope Street (Inverkeithing) approach to the new Ferrytoll Junction roundabout. Public information sessions
on the phasing of all the works in the Ferrytoll area will be held commencing at the end of September and into the first two weeks of October.

Other significant milestone events are:

- Completion of the Queensferry Junction bridges with the A904 diverted over the south bridge on 17 September (Photograph 3). This will allow the reconstruction of the junction with the B924 to be undertaken during the Autumn.
- On the south side, completion of the early sign-gantry bases. We expect the gantries to be erected in October and November.
- Successfully launching 4 phases of both the northbound and southbound carriageways of the south approach viaduct steelwork over Society Road. (Photograph 4)
- Completion of approach viaduct pier S5 (Photograph 5). Piers S4 and N2 are expected to be complete in October.
- Completion of the excavation for pier S3 with final cleaning and inspection of the rock foundation in progress.
- Excavation works are nearing completion on pier S2. Two foundation pours have been completed for pier S1.
- Nineteen concrete pours at the Centre Tower have been completed.
- Eighteen concrete pours on the North Tower have been completed.
- Seventeen concrete pours on the South Tower have been completed. (Photograph 6)
- On the north side, completion of the first phase of the north abutment and assembly area for the north approach viaduct steelwork.
- Completion of the new Ferry Toll Road which has been re-opened to traffic.
- The re-routing of the B981 from North Queensferry away from the current Ferrytoll roundabout is in the final stages of work in advance of diverting traffic to the new alignment in October.
- Substructure construction of Ferrytoll Gyratory north and south bridges and the foundations for the temporary bridge over the existing Ferrytoll Gyratory are in progress. (Photograph 7)
- Completion of the foundations and substructure for the new B800 Bridge, with the new bridge beams to be erected in the autumn. (Photograph 8)

Subcontract and Supply Order Update

Up to 30 June 2014, 257 out of 453 subcontracts for the FRC project (57%) have been awarded to Scottish firms with a total value of approximately £90 million. In addition, 19,045 supply orders (91%) on the Principal Contract worth approximately £85 million have been awarded to Scottish firms.

Scottish Firms have been awarded subcontracts or supply orders on the FRC project with a total value of about £175 million out of a total of about £437 million (40%).

Stakeholder Engagement

The project's commitment to engage with stakeholders is outlined in the 'Engaging with Communities – Construction' (Version 1, August 2011). This document has been refreshed (Version 2, June 2014) to take account of the progress made on the project since 2011. The document reconfirms the project's commitment to engage with stakeholders throughout the project programme and also refers to continuing engagement through the operation and maintenance phase following completion.

The Community Forums continue to operate well and a number of Community Forum members undertook site visits on 16 and 18 August 2014 to view project progress. This follows the visit undertaken by members in September 2013. Meetings of the North and South Community Forums were held most recently at the FRC Contact and Education Centre (CEC) on the 20 and 27 August respectively.
The FRC CEC and Project Exhibition continue to attract interest from a range of visitors. To date just over 7500 members of the public have visited the Project Exhibition since opening in 2013. Weekly Saturday opening began in 2014 (from March – end of October) which has attracted over 5000 visitors this year to date, approaching over double the number who visited the Open Days held in 2013. Many visitors are also taking the opportunity to view the construction works from the west walkway of the Forth Road Bridge which has been open each Saturday and provides an excellent and safe vantage point for visitors.

The wider Outreach and Education programme continues to develop with over 4000 school pupils from across Scotland visiting (since September 2013) to undertake science, technology, engineering and mathematics related activities and find out more about the construction of the Queensferry Crossing. The FRC project team have also provided presentations and talks to over 7000 people since 2013.

As interest in the project continues to grow, we have expanded the ways in which we can communicate and promote the construction progress. In addition to the FRC section on the Transport Scotland website (www.forthreplacementcrossing.info), the Forth Bridges Forum developed Forth Bridges website offers information about the construction of the Queensferry Crossing, including: features; blogs; images; and videos (www.queensferrycrossing.co.uk). The project also has an official Twitter account (@FRC_Queensferry) and YouTube channel.

The latest quarterly Project Update was published in August 2014, a copy of which is enclosed for your information.

**FRC Public Transport Strategy**

The Public Transport Strategy (PTS) Working Group met on 25 August 2014. The M90/M9 Bus Lanes and associated gantries are reported to continue to be effective in reducing journey times and providing benefits to buses during queuing incidents. More extensive usage and benefit is expected during the forthcoming works at Ferrytoll. Fife Council have reported increasing patronage at Halbeath Park and Ride and Transport Scotland continue to liaise with Fife Council and bus operators regarding the operation of these facilities.

The procurement process for the Newbridge public transport study is on-going. This study will assess the performance of public transport measures on the approaches to the junction and identify potential interventions to improve journey times. The brief has been tendered, the deadline for proposals is 6 October. The project is led by City of Edinburgh Council (CEC), and undertaken in conjunction with Transport Scotland, West Lothian Council and SESTran. All organisations will have an input to the tender assessment process, with contract award anticipated for November 2014.

Yours sincerely

David Climie CEng FICE
FRC Project Director
Annex A – PHOTOGRAPHS

Photograph 1  Steelwork arrival unloaded to marine yard area

Photograph 2  Floating crane and support trestle
Photograph 3  Queensferry Junction bridges

Photograph 4  South approach viaduct launch
Photograph 5  Pier S5 Complete

Photograph 6  North Tower, Centre Tower and South Tower
Photograph 7  Ferrytoll gyratory

Photograph 8  Abutments and Piers for the new B800 Bridge
Implementing effective waste management

By Stuart Swainson, FCBC Environmental Advisor

Constructing enormous concrete and steel structures out of the side of a busy and fast flowing estuary such as the Forth brings with it many obvious challenges. The logistics of transporting thousands of tonnes of steel and concrete takes a huge amount of expertise, careful planning and the right equipment. It also takes environmental awareness.

Managing waste material is an unavoidable byproduct of the Queensferry Crossing project. Waste management activities create a number of waste streams, including wood, metal, hazardous waste materials (such as used and spent components, plastic paper, cardboard and general waste) and food and waste from offices and waste from the boats and vessels. These waste products are restricted, re-used and disposed of by the FCBC Environmental Management Plan.

Waste management is an essential component of pollution from waste products and great care has to be taken to ensure all waste is handled appropriately. Parts of the Forth of Firth are Special Protection Areas (SPA) and the bridge works are also in close proximity to a number of Sites of Special Scientific Interest (SSSI), making effective environmental performance by everybody involved particularly important.

FCBC is determined that the construction of the Queensferry Crossing and its associated connections, will be seen as an international benchmark for best practice environmental and health and safety performance.

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Key to achieving a first class waste management performance is ensuring that everyone is briefed on the correct use of facilities in place to segregate any waste before being sent for recycling, for collection by FCBC’s waste contractor, or drop into the Scottish Government.

The old greets the new: the first four of the six sections of the steel bridge sections which will carry the deck of the Forth Crossing is launched beneath the Forth Bridge in May.
Welcome

Project News

Construction work first got underway in mid-2011 and we are now a step closer to the start of the bridge to traffic schedule of December 2014.

A milestone reached this summer, of course, was the floating cranes that were delivered from Japan. These huge cranes are the key components of the bridge’s construction, and they are being used to lift and transport the steel box sections to the site.

On the south shore, several successful launches of the southern approach viaduct, which will connect with the new junction. Work started in May 2012, and the viaduct is due to be completed by the end of 2014.

On the north shore, work is now taking place on the Queensferry Crossing viaduct, which will be the main structure of the bridge.

The viaduct is being built using a combination of concrete and steel, and it will be the longest bridge in the UK.

Technical Focus

Deck segment casting gets underway

Now that the new bridge’s steel box sections have started to arrive on-site, the works to cast the reinforced concrete decks that sit on top of these sections can get underway. Here, Project Director Carlo Germani, FCBC Towers & Deck Manager, takes us through the various steps involved.

On-line information – only a Quick Click away

There are many ways to keep up-to-date on the latest developments on the Queensferry Crossing. Even before the project launched in July 2014, the internet was already being used as an important resource for keeping people informed about the Forth Replacement Crossing. Recently, we’ve expanded the range of digital channels we use to keep in touch with the growing interest in the project both at home and internationally.

• www.forthreplacementcrossing.info
• www.projectdirector.com

We are always happy to provide further information on our project website hosted by Transport Scotland.

The cost of the project is approximately £1.4 billion, and it is due to be completed by the end of 2016.

The project is a joint venture between the Scottish Government and Transport Scotland, and it is being delivered by a special purpose vehicle called the Queensferry Crossing Project Company (QCP).

Details of the contractor teams involved in the project are:

• Main Contractor: Fluor Engineering & Constructors
• Prime Contractor: Kier
• Civil Engineering Contractor: CLOCS
• Bridge Construction Contractor: DPR

The project is due to be completed in 2017, and it is expected to cost around £1.4 billion.

The project is expected to create around 3,000 jobs during the construction phase, and it is expected to generate around £1.4 billion for the Scottish economy.

The project is a key part of Scotland’s transport infrastructure, and it is expected to improve journey times and reduce congestion on the existing Forth Road Bridge.

Community

The Forth Replacement Crossing Project is committed to keeping the public informed about the progress of the project and to involving the local community in its development.

The project team has set up a series of community engagement events, and it has also established a series of local community groups to help it to keep the public informed about the project.

The project team is also working closely with local schools and colleges to ensure that young people are aware of the opportunities that the project will bring.

Feedback from the students was extremely positive.

Our aim is to provide a safe and friendly and encouraging environment for our students to be able to express their views and learn from each other.

The feedback from the students was extremely positive.

Many students commented on the quality of the learning environment and the opportunities for development and career progression.

Overall, the students were very positive about their experience at the Forth Replacement Crossing Project, and they would recommend it to others.

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Further information on the Department for Transport can be found at www.dft.gov.uk.

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Inspiriting the next generation of engineers

The Forth Replacement Crossing represents a unique opportunity to inspire the next generation of engineers and to engage with their community.

As part of the project’s commitment to community engagement, we have established a number of initiatives to involve local schools and colleges in the development of the project.

These initiatives include:

• A series of school presentations and workshops
• A series of visits to the project site
• A series of ‘design your own bridge’ competitions
• A series of ‘build your own bridge’ workshops

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