



# Forth Replacement Crossing

## Public Information Exhibitions: Feedback & Outcomes Report

June 2009



## CONTENTS

1.	EXECUTIVE SUMMARY	3
2.	INTRODUCTION	8
3.	CONSULTATION AND ENGAGEMENT	10
4.	PUBLIC INFORMATION EXHIBITIONS & CONSULTATION	13
5.	FEEDBACK MECHANISM AND ANALYSIS METHODOLOGY	14
6.	SUMMARY OF FEEDBACK	17
7.	SCHEME DEVELOPMENTS	29
8.	FURTHER CONSULTATION	36

## ANNEXES

ANNEX A	LOCATION ANALYSIS	38
ANNEX B	EXHIBITION FEEDBACK ANALYSIS	39
ANNEX C	COMMON OR REPEATED COMMENTS	50
ANNEX D	EXHIBITION FEEDBACK FORM	97

# 1. EXECUTIVE SUMMARY

The Forth Replacement Crossing is a major infrastructure project for Scotland. 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 Forth Replacement Crossing is designed to safeguard this vital cross-Forth connection in Scotland's transport network.

In 2007, based on the findings of the Forth Replacement Crossing Study, the Scottish Government determined that the Forth Replacement Crossing would be a cable-stayed bridge to the west of the existing bridge.

During 2008 Transport Scotland and its consultants carried out further work to develop the crossing strategy and concluded that the Forth Road Bridge could be retained as a dedicated corridor for public transport, pedestrians and cyclists, with the Forth Replacement Crossing carrying all other traffic.

In keeping with the scale and significance of the project, the Forth Replacement Crossing scheme has involved one of the most extensive communications and consultation exercises for a major infrastructure project in Scotland. Consultation and engagement has taken place with a wide range of stakeholders throughout the development of the scheme.

In January 2009 Transport Scotland staged a series of public information exhibitions in communities on the north and south side of the Firth of Forth to facilitate consultation with the public and gain feedback on the developing proposals for the scheme. More than 2,200 people attended and more than 200 responses to the consultation were received.

This report documents the feedback received, explains how this has been, or is being, taken into account and describes the outcomes of the consultation.

Since the exhibitions, the scheme design has been further developed to take account of the consultation feedback. Some aspects of the feedback relate to work which was, or still is, under development. As a result, specific outcomes cannot be reported at this stage for feedback which relates, for example, to environmental impacts, mitigation and construction. The feedback is, however, being considered as part of that ongoing work.

Feedback was specifically sought on four key areas – environment, accessibility, public transport and construction.

The most common comments made in relation to **environment** and the steps taken to address these are:

- **Concern regarding overall impact on South Queensferry**

Changes have been made to the design of the connecting roads in the South Queensferry area which help reduce the impact of the scheme. A detailed environmental impact assessment which will explain all the potential impacts and identify mitigation measures will be completed in summer 2009.

- **Concern regarding noise impacts**

A detailed noise assessment is under way and will be completed in summer 2009. It will recommend where noise mitigation, such as earthbunds and barriers, should be located. In addition, lower-noise road surfacing is being incorporated throughout the scheme.

- **Concern regarding air quality / pollution / climate change targets**

A detailed air quality assessment is under way and will be completed in summer 2009. It will highlight any issues relating to air quality standards and recommend mitigation, as well as considering wider effects on CO<sub>2</sub> emissions and climate change.

- **Concern regarding impact on the landscape and views**

Changes have been made to the design of the connecting roads in the South Queensferry area which help reduce the impact of the scheme on the landscape. A detailed landscape and visual assessment which will explain the potential impacts and identify mitigation measures will be completed in summer 2009. This assessment will be reviewed by Scottish Natural Heritage.

- **Concern regarding health impacts**

A health impact assessment is under way and will be completed in summer 2009. This will consider the effects of any changes in air quality and noise on health and well-being as well as socio-economic health issues.

The most common comments made in relation to **accessibility** and the steps taken to address these are:

- **Pedestrian and cyclist access should be maintained to the south west of South Queensferry**

Pedestrian and cyclist access will be maintained to the south west of South Queensferry along the A904 Builyeon Road and the U221 Builyeon Road via dedicated footpath/cycleways through the relocated South Queensferry Junction.

- **Concern regarding capacity of the new crossing to cope with future traffic flows**

The Government policy is not to provide for unconstrained growth in traffic. The Forth Replacement Crossing will replace but not increase road provision for private vehicles. Hard shoulders, windshielding, the use of Intelligent Transport Systems and junction improvements will help improve traffic flow. Traffic growth will be catered for through the provision of a dedicated corridor for public transport, pedestrians and cyclists.

- **Traffic from the west will continue to use the A904**

The new slip roads at M9 Junction 1a will enable the M9 spur to become the main signposted route for traffic travelling between the new crossing and the M9. The proposed junction at South Queensferry has been moved to the west to connect to the A904 which will reduce the volume of traffic along the A904 Builyeon Road.

- **Concern regarding local access due to increased traffic flows**

The junctions on the proposed scheme are being designed to accommodate the anticipated traffic flows. Steps have also been taken to separate local and strategic traffic where possible, for example at Ferrytoll Junction where the B981 has been re-routed.

- **Slip roads / junction should be provided on the A904 west of South Queensferry**

Changes have been made to the design of the connecting roads in South Queensferry and the junction has been moved to the west of South Queensferry to connect with the A904.

The most common comments made in relation to **public transport** and the steps taken to address these are:

- **Concern regarding provision of Park and Ride at South Queensferry**

Park and Ride facilities at South Queensferry are not being specifically promoted within the proposed Forth Replacement Crossing Bill. However, opportunities presented by the Forth Replacement Crossing to maximise public transport provision are being developed in parallel with the scheme. Discussions and consultations on these future opportunities, including Park and Ride sites, are ongoing with the community, bus companies, Local Authorities and SESTran (the regional transport partnership).

- **Concern that Light Rapid Transit (LRT) and other public transport improvements will not be implemented and seeking a plan for public transport improvements**

A LRT system between Edinburgh and Fife is one of the 29 projects proposed as part of the Strategic Transport Projects Review (STPR).

- **Concern that the Park and Ride at Echline (South Queensferry) will cause pollution affecting Dundas Home Farm**

Park and Ride facilities at South Queensferry are not being specifically promoted within the proposed Forth Replacement Crossing Bill. However, opportunities presented by the Forth Replacement Crossing to maximise public transport provision are being developed in parallel with the scheme. Discussions and consultations on these future opportunities, including Park and Ride sites, are ongoing with the community, bus companies, Local Authorities and SESTran (the regional transport partnership).

- **Public transport should be improved**

The Forth Replacement Crossing strategy provides a dedicated public transport route across the Firth of Forth which presents a significant opportunity to improve public transport services in the future.

The most common comments made in relation to **construction** and the steps taken to address these are:

- **Concern regarding general impact during construction such as noise, vibration and dust**

An environmental impact assessment is under way and will be completed in summer 2009. It will include an assessment of the potential impacts during construction and propose mitigation measures. A Code of Construction Practice is also being developed which will set out the construction approach and conditions which will be placed on the contractor.

- **Concern regarding traffic disruption during construction**

The Code of Construction Practice will set out requirements for traffic access which will be developed in consultation with Local Authorities. Requirements which can be placed on the contractor can include keeping an agreed number of lanes open during construction and only permitting construction traffic on certain routes.

- **Concern regarding vehicle access and siting of heavy construction equipment**

These issues will be addressed through the Code of Construction Practice.

- **Request for clarification regarding the location of site offices / works compounds**

The locations and requirements of the compounds for the project will be outlined in the Code of Construction Practice and the impacts assessed in the Environmental Statement, which will include details of any mitigation measures.

- **Concern regarding the use of Shore Road and Society Road (South Queensferry) during construction**

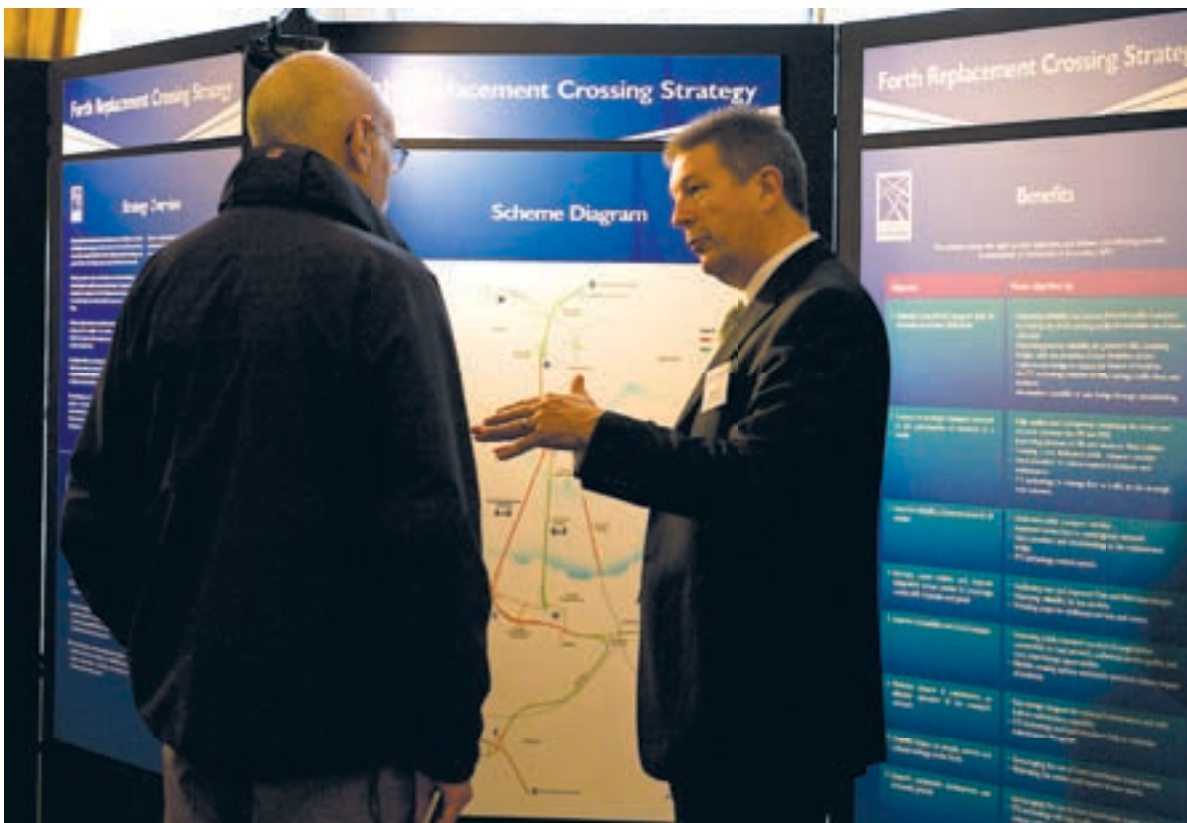
Transport Scotland does not intend to allow construction access via the main residential areas of Shore Road or Society Road. Restrictions on the use of public roads for access during construction will be included in the Code of Construction Practice, as described above.

A range of other more general comments relating to the scheme were also made covering, for example, the choice of a bridge crossing rather than a tunnel, the requirement for the scheme in general and the condition of the Forth Road Bridge, the design of the proposed bridge and cost, funding and consultation issues.

Feedback received through the consultation was considered by the Forth Replacement Crossing team and, as a result of this and ongoing engineering and technical studies, a number of scheme amendments were introduced in April 2009.

- The South Queensferry Junction has moved further west to connect directly to the A904 Builyeon Road at the western edge of South Queensferry
- Dedicated north and southbound slip roads for public transport were added to the design to give access to and from the Forth Road Bridge and the A90 between the existing Echline and Scotstoun Junctions
- The Ferrytoll Junction was revised. The northbound slip road onto the A90 will now lead directly off the new roundabout at Ferrytoll and the B981 from North Queensferry will be realigned to the west of the Dunfermline Waste Water Treatment Works to connect to Ferrytoll Road
- Park and Ride facilities at South Queensferry are not being specifically promoted within the proposed Forth Replacement Crossing Bill. However, opportunities presented by the Forth Replacement Crossing to maximise public transport provision are being developed in parallel with the scheme. Discussions and consultations on these future opportunities, including Park and Ride sites, are ongoing with the community, bus companies, Local Authorities and SESTran (the regional transport partnership).

The Forth Replacement Crossing team is continuing to engage and consult with interested parties during 2009. The next major milestone for the project will be the introduction of a Bill to the Scottish Parliament in November 2009. A period of statutory consultation will take place following the introduction of the Bill.



## 2. INTRODUCTION

The Forth Replacement Crossing 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.

In December 2007, based on information indicating that the Forth Road Bridge might not be available to carry future traffic, the Cabinet Secretary for Finance and Sustainable Growth announced to the Parliament that a new cable-stayed bridge would be built on a route slightly to the west of the existing bridge. The scheme envisaged at that stage was based on the operation of a single, multi-modal bridge and substantial new road construction.

Based on reports of an improved prognosis for the Forth Road Bridge, Scottish Ministers were keen to find a productive future use for the structure and commissioned further work to explore how this could be achieved.

Following intensive work throughout 2008, Transport Scotland – the Scottish Government's transport agency tasked with delivering the project – and its joint venture consultants Jacobs Arup developed a strategy which makes efficient use of existing infrastructure, is more cost effective and reduces the impact on the environment, properties and the local communities. Existing infrastructure is being used by tying the new crossing into the recently completed M9 Spur on the south side of the Forth and, crucially, through the retention of the Forth Road Bridge as a dedicated corridor for public transport, pedestrians and cyclists. This allows a narrower replacement crossing to be put in place to carry general traffic and heavy goods vehicles. The solution requires less new road construction, and traffic flow will be safely and effectively managed through selective upgrades to junctions and the use of state-of-the-art Intelligent Transport Systems. This includes, for example, the use of overhead gantries to implement variable speed limits and ramp metering – a system where access to the main carriageway from a slip road is controlled by traffic lights.





The Forth Replacement Crossing project is widely supported and, in early 2009, the Scottish Parliament debated a motion welcoming the crossing and calling for the earliest possible delivery, which was supported by a vote of 121 in favour to two against.

The Minister for Transport, Infrastructure and Climate Change indicated in December 2008 that the project will be funded by the Scottish Government, procured through a conventional Design and Build contract and that authorisation will be via a Parliamentary Bill. This will include a statutory period of consultation when formal objections can be lodged.

The timetable for the delivery of the scheme remains on target for the construction to commence in 2011 and the new bridge to open in 2016.

In keeping with the scale and significance of the project, the Forth Replacement Crossing scheme has involved one of the most extensive communications and consultation exercises for a major infrastructure project in Scotland.

The Scottish Government and Transport Scotland committed to encouraging public interest and involvement in the development of the proposals in the *Engaging with Communities* guide published in September 2008.

As part of this ongoing programme of public information and consultation, Transport Scotland held public information exhibitions in January 2009 to convey key decisions made on the project and to seek feedback on specific areas of the design development.

This report documents the feedback received through the public exhibitions, explains how this has been or is being taken into account in the development of the project and highlights changes that have been introduced as a result of the consultation.



## 3. CONSULTATION & ENGAGEMENT



Consultation and communications activities have taken place on an ongoing basis since the December 2007 Parliamentary announcement to proceed with the cable-stayed bridge.

This builds on earlier consultations undertaken by Transport Scotland during the Forth Replacement Crossing Study in 2007, which included an extensive programme of public information exhibitions in August of that year attended by more than 4,000 people.

The public information exhibitions held in January 2009 formed part of the rolling programme of communication and consultation as set out in the guide *Engaging with Communities*. This programme is designed to ensure that:

- Arrangements for participation are inclusive, open and transparent
- A wide range of participants are encouraged to get involved at the appropriate time
- Information is provided at key stages to allow for full consideration
- Communication takes place using a range of methods in a range of locations and
- All representations are fully considered and feedback provided.

Transport Scotland has kept people informed and facilitated consultation through four separate strands of activity as described in sections 3.1 to 3.4 below.

### 3.1 Public Relations

A planned and sustained programme of public relations has been undertaken to ensure that information about the project development is communicated proactively in a clear and timely fashion. The public relations programme has included:

- Briefings with interested parties at regular intervals since April 2008 to share information and facilitate consultation on key issues. Briefings have included community councils, community groups, residents associations, elected representatives, representatives of business and industry and the media
- A regular project 'ezine' (electronic newsletter) distributed to around 3,000 individuals who subscribed via the website or at exhibitions and events
- A regular project newsletter, leaflets and guides, distributed as appropriate by post, mail-drop, at events and through community information points established in libraries and community centres

- A dedicated project website including all published documents and a facility for contacting the project team
- Working with local, national and broadcast media to communicate new developments via press releases and briefings
- A dedicated telephone, post and email enquiries address for project enquiries and correspondence
- Public information exhibitions, as described in this report.

## 3.2 Landowner Liaison

Consultations were undertaken during 2008 to identify landowners and other parties with land interests. Following these consultations and ongoing title deed searches, early discussions took place with landowners within a wide study area with regard to surveys and ground investigations for the project. An information leaflet was also prepared in Spring 2008 which described the environmental and ground investigation work that would be undertaken. This was provided to landowners and was also made available on the project website and through the project's community information points.

Following the selection of the preferred corridor for the connecting roads in late 2008, plans were prepared showing the approximate extent of the route corridor within individual land holdings. These were distributed in December 2008 and a programme of one-to-one meetings and dialogue with affected landowners and occupiers commenced. This consultation is ongoing and covers matters such as the ongoing design of the scheme and environmental mitigation, the extent of land that is likely to be required and accommodation works to be provided for landowners as part of the scheme.

## 3.3 Environmental Impact Assessment (EIA) Consultation

Consultation has taken place throughout the project to inform the Environmental Impact Assessment (EIA). This work has been undertaken in accordance with the Environmental Impact Assessment (Scotland) Regulations 1999 and the Environmental Impact Assessment (Scotland) Amendment Regulations 2006, which implement the European Directive 97/11/EC (the 'Environmental Impact Assessment' Directive). The EIA also follows the guidelines set out in the Design Manual for Roads and Bridges (DMRB) Volume 11 and refers to such advisory documents as the Scottish Government's Planning Advice Note 58 - Environmental Impact Assessment.

The EIA consultation includes regular engagement with consultation bodies such as Scottish Natural Heritage (SNH), Scottish Environment Protection Agency (SEPA), Historic Scotland, non-statutory environmental organisations such as the Royal Society for the Protection of Birds (RSPB), and advisory bodies such as Architecture and Design Scotland.



Since the Parliamentary announcement in December 2007, consultation on environmental issues has included the following:

- Three sets of consultation letters and accompanying plans issued to approximately 160 consultees in March, November and December 2008
- Strategy discussions to guide approach and methods
- Technical meetings to guide design and assessments.

The consultation bodies as listed above have been closely consulted on a number of issues such as drainage design and water quality (SEPA), protected species and habitats (SNH) and listed structures and designed landscapes (Historic Scotland).

### 3.4 Statutory Bodies

Briefings and meetings have taken place with statutory bodies throughout the development of the project.

Following the December 2007 announcement to the Scottish Parliament, Transport Scotland held joint and individual briefings in early 2008 with bodies which included Fife, West Lothian and City of Edinburgh Council, SESTran (the regional transport partnership) and the Forth Estuary Transport Authority (FETA).

Briefings and meetings with the relevant departments of the Local Authorities were convened in summer 2008 to consult on emerging road alignments; in autumn 2008 to discuss public transport opportunities on the Forth Road Bridge and in March and April 2009 to consult on changes to road alignments. Additional one-to-one meetings took place and continue to take place on an ongoing basis.

A start-up briefing for environmental bodies was held in early 2008 and one-to-one meetings held throughout the project. Briefings for environmental bodies have now been formally established through an Environmental Reference Group (ERG) which convenes on a monthly basis to facilitate information sharing and all-party consultation. The ERG consists of the following consultees: SEPA, Scottish Natural Heritage, Historic Scotland and Fisheries Research Services (now part of Marine Scotland). The ERG has recently been expanded to include West Lothian Council, Fife Council and the City of Edinburgh Council.

In developing the plans for a dedicated corridor for public transport, pedestrians and cyclists, Transport Scotland also met with bus operating companies to discuss opportunities for improved public transport across the Forth and to ensure that the strategies are aligned.

Architecture and Design Scotland have been consulted on the aesthetic aspects of the bridge at various stages of development and their views sought on the emerging design.

All the above stakeholders were invited to briefings in January 2009 and preview sessions for the January exhibitions.

Feedback obtained from stakeholders through these four complementary strands of consultation has been considered and included in the scheme proposals, where appropriate, on an ongoing basis since December 2007.

## 4. PUBLIC INFORMATION EXHIBITIONS & CONSULTATION

Public Information Exhibitions were held from 20 to 31 January 2009 to facilitate consultation with the public and provide the opportunity for feedback on the developing proposals announced by the Scottish Government in December 2008. The exhibitions provided information on:

- The function of the Forth Replacement Crossing and the use of the Forth Road Bridge
- The proposed design of the new bridge
- The road connections to and from the bridge
- Funding, procurement and legislation.

The exhibitions were held in various locations north and south of the estuary (Dunfermline, Edinburgh Central, Edinburgh Gyle, Inverkeithing, Kirkcaldy, Kirkliston, Linlithgow, Livingston, North Queensferry, Rosyth, South Queensferry and Winchburgh). Choice of location and venue was informed by attendance at the Forth Replacement Crossing public exhibitions held in August 2007, relevance of the project to the community and feedback from the public.

To support the exhibitions, information packs were produced containing a summary of the information on display, maps of the scheme and feedback forms (Annex D). The packs were also available at information points set up in libraries and community centres.

The exhibitions were widely publicised through a press campaign in the local and national media and radio adverts on local radio stations over a two-week period.

The project website was updated with details of the exhibitions and an ezine with the exhibition dates and locations was circulated to subscribers. A preview day was held on 19 January for representatives of community groups, statutory bodies, local elected representatives, business and industry groups and the media.

At each of the exhibitions, Transport Scotland and its consultants were on hand to explain the plans and receive comments on the project. Feedback was specifically sought on refinements which could be made to the design of the connecting roads within the selected corridor, environmental impacts and mitigation measures, public transport and construction issues.

More than 2,200 people attended the exhibitions and visits to the website doubled during the period of the exhibitions. More than 200 responses to the consultation were received.

## 5 FEEDBACK MECHANISM AND ANALYSIS METHODOLOGY

### 5.1 Feedback Mechanism

Feedback from the exhibitions was obtained using the following mechanisms:

- Feedback forms which were available at the public exhibitions, at information points set up in libraries and community centres and available for download from the project website
- Emails
- Letters.

The deadline for providing feedback was 23 February 2009. A number of responses were received shortly after this date and these were also included in the analysis described in this report.

### 5.2 Recording and Categorisation of Comments

All feedback responses received by Transport Scotland have been recorded and each comment made has been assigned to one of the categories on the feedback forms, namely:

- Environment
- Accessibility
- Public Transport
- Construction
- Other.

Although individual respondents generally recorded comments using the above categories, each comment has been reviewed and has been separately assigned to the category in which it best sits. Lengthy comments encompassing a number of different points have been separated into their individual components and each comment arising has been recorded separately.

Each category has been further divided into sub-categories. These were developed based on the feedback to enable more specific sets of comments to be analysed. The sub-categories used are as follows:

Category	Sub-category	
Environment	Air quality and climate change Cultural heritage Ecology General/various environmental impacts	Landscape Noise Sustainability Visual impact
Accessibility	Access for non-motorised users Junctions Local roads	Route capacity Traffic generation Traffic routing
Public Transport	Bus Bus links Park and Ride Public transport general Rail	
Construction	Blasting impacts Construction air quality/dust Construction traffic/disruption	Construction noise General/various construction impacts Site compounds
Other	Bridge design Compensation Corridor/tunnel decision Existing bridge Funding General design comments Need for scheme	Other miscellaneous Quality of exhibition/consultation process Route choice Scheme cost Scheme urgently required Tolls

In addition, some comments have been made by more than one respondent, while some comments cover similar topics or areas of concern. The analysis undertaken includes identifying the number of times a particular comment or area of concern was raised. It should be noted that this process has only been applied to allow common issues and levels of concern relating to specific areas to be identified. All comments have been considered on an equal basis.

## 5.3 Analysis and Review of Feedback

The analysis undertaken for this report covers all responses received. The main issues are described in Chapter 6 in summary of key points and in full in Annex C. In addition, feedback for locations adjacent to the proposed scheme is reported, namely:

- North of the Firth of Forth – Inverkeithing, North Queensferry and Rosyth
- South of the Firth of Forth – South Queensferry
- Junction 1a and the M9 – Kirkliston.

As indicated on the exhibition feedback forms, Transport Scotland could not provide personal responses to the exhibition feedback. However, each response received has been included in the analysis and each comment within the individual responses has been identified.

Consultation has continued with Local Authorities, other relevant organisations and landowners and occupiers of property which will be directly affected by, or situated adjacent to, the proposed scheme since the consultation exercise. The scheme design has been further developed to take account of the exhibition feedback and this subsequent consultation exercise. Scheme developments are described in Chapter 7 of this report.

An explanation of how feedback is being or has been considered is provided for each of the common or repeated comments in Chapter 6 of this report. Some aspects of the feedback relate to issues which were still under development at the time of the exhibitions and where work continues to be undertaken. As a result, specific outcomes cannot be reported at this stage for that feedback. This applies, for example, to those outcomes relating to detailed environmental assessments and development of environmental mitigation which will be described in the Environmental Statement to be published later in 2009.

Design development work is ongoing and is an iterative process. Significant recent developments in the engineering design of the scheme are described in Chapter 7 of this report. Now that the engineering design has been fixed, detailed environmental assessment and analysis is being undertaken specifically related to this design leading to the development of mitigation proposals for the scheme. This is explained in more detail in the sections below.

Further information detailing how each individual comment was considered will be provided in a report to be prepared following completion of the design and environmental impact assessment of the project. This will be separate from the Parliamentary Bill but will support the parliamentary process. It will explain what further measures were taken to address concerns in addition to those described in Chapter 7 of this report.



## 6. SUMMARY OF FEEDBACK

As explained in Chapter 3, more than 2,200 people attended the public exhibitions in January 2009. Summary information from the exhibition feedback is provided below.

### 6.1 Number of Responses and Comments

Item	Number
Total number of feedback responses	212
Number of specific comments within those responses	1,279

Approximately 95 per cent of the exhibition feedback responses were provided by the public, with the remaining 5 per cent submitted by Local Authorities, community councils and other organisations.

### 6.2 Location Analysis

Local Authority Area / Region	Number of responses	Percentage of total responses (%)
Fife	67	31.60
Edinburgh	113	53.30
East Lothian	2	0.94
West Lothian	13	6.13
Midlothian	2	0.94
Other Scotland	5	2.36
Other UK	2	0.94
International	1	0.47
No address or postcode provided	7	3.30
<b>Totals</b>	<b>212</b>	<b>100*</b>

\*Percentages rounded to 100 per cent

A more detailed breakdown of the locations analysis for each area is provided in Annex A. Information regarding the responses received from the areas adjacent to the proposed scheme north of the Firth of Forth, south of the Firth of Forth and around Junction 1a on the M9 are contained in Annex B.

## 6.3 Categorisation of Individual Comments

Category	Number of comments	Percentage of comments (%)
Environment	286	22.36
Accessibility	240	18.76
Public Transport	143	11.18
Construction	122	9.54
Other	488	38.15
<b>Totals</b>	<b>1,279</b>	<b>100*</b>

*\*Percentages rounded to 100 per cent*

As explained in Chapter 5 of this report, sub-categories have been identified based on the topics raised in the feedback responses. A more detailed breakdown of the number of comments made by sub-category is provided in Annex B.

## 6.4 Common or Repeated Comments

The five most common comments made within each category are listed below. This includes a short summary of how these are being or have been considered in the development of the proposed scheme.

A full list of the common or repeated comments is provided in Annex C of this report, together with a fuller explanation of how the comments are being considered.

## 6.4.1 Environment

The five main issues raised by respondents in relation to the environment and environmental impacts are presented as follows:



*General Overview of Comment:*

### **Concern regarding overall impact on South Queensferry**

**Repeated 39 times**

Ref No. RE6

*Summary Response:*

One of main objectives of the scheme is to minimise, where possible, the impact on people and the natural and cultural heritage of the Forth area. Further development of the connecting road strategy for the scheme has been undertaken as a result of feedback and further design development which helps to reduce the impact of the design on South Queensferry (refer to Chapter 7 of this report). An environmental impact assessment is also being undertaken which assesses all the potential impacts of the scheme and identifies mitigation measures to address these impacts. The outcomes of the environmental impact assessment will be described in an Environmental Statement which will be published with the Parliamentary Bill later in 2009.



*General Overview of Comment:*

### **Concern regarding noise impacts**

**Repeated 22 times**

Ref No. RE14

*Summary Response:*

A detailed noise assessment is under way and will be completed in summer 2009. The findings will be reported in the Environmental Statement. This will include a description of the potential impacts as a result of the scheme and proposed mitigation measures to reduce these impacts.

Mitigation which will be considered includes the use of screening measures, such as earthbunds and barriers. In addition, lower-noise road surfacing is being incorporated throughout the scheme. Consideration will also be given to including noise barriers on the bridge approach viaducts, either as dedicated noise barriers or incorporated within windshielding.



*General Overview of Comment:*

### **Concern regarding air quality / pollution from traffic and climate change targets**

**Repeated 20 times**

Ref No. RE2

*Summary Response:*

A detailed air quality assessment is being undertaken and is still ongoing. The findings will be described in the Environmental Statement. This will include a description of the potential impacts of the proposed scheme in relation to the relevant air quality standards and any mitigation proposed. In addition to assessing the potential effects of the scheme in relation to local air quality pollutants, the air quality assessment will also consider wider effects in relation to CO<sub>2</sub> emissions and climate change targets.



*General Overview of Comment:*

## **Concern regarding impact on the landscape and views**

**Repeated 20 times**

Ref No. RE12

*Summary Response:*

A detailed landscape and visual assessment is being undertaken and this will be described in the Environmental Statement. The assessment is being used to define mitigation measures to be provided as part of the scheme, which will also be described in the Environmental Statement. The assessments, and the mitigation design, will be reviewed by Scottish Natural Heritage, which is the consultation body with responsibility for landscape matters, to ensure that it is content with the measures proposed for the scheme.

Further development of the connecting road strategy for the scheme has been undertaken in the South Queensferry area which reduces the landscape and visual impact of the road in that particular location (refer to Chapter 7 of this report).



*General Overview of Comment:*

## **Concern regarding health impacts**

**Repeated 19 times**

Ref No. RE1

*Summary Response:*

A health impact assessment is being undertaken in addition to the air quality and noise assessments described above and this will be made publicly available later this year. The effects of changes in air quality and noise on health and well-being will be considered alongside socio-economic health issues.

## 6.4.2 Accessibility

Listed below are the five main issues raised by respondents in relation to accessibility – for example, local accesses, junctions, pedestrian and cycle paths.



*General Overview of Comment:*

### **Pedestrian and cyclist access should be maintained to the south west of South Queensferry**

**Repeated 13 times**

Ref No. RA16

*Summary Response:*

Pedestrian and cyclist access will be maintained to the south west of South Queensferry along the A904 Builyeon Road and the U221 Builyeon Road via dedicated footpath/cycleways through the relocated South Queensferry Junction.

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*General Overview of Comment:*

### **Concern regarding the capacity of the new crossing to cope with future traffic flows**

**Repeated 13 times**

Ref No. RA18

*Summary Response:*

The Scottish Government has made a commitment that the Forth Replacement Crossing project will replace but not increase the road provision for general traffic across the Firth of Forth. It is not Government policy to provide for unconstrained growth in vehicle traffic. The use of Intelligent Transport Systems, improvements to junctions and the inclusion of hard shoulders and windshielding on the Forth Replacement Crossing will improve operational efficiency, smooth traffic flow and create a maintenance reserve. The Forth Replacement Crossing strategy provides for additional travel demand through the provision of a dedicated corridor for public transport, pedestrians and cyclists – including the option to introduce Light Rapid Transit such as light rail, guided bus or trams – designed to encourage the public to switch to public transport. The Strategic Transport Projects Review (STPR) has identified a number of measures in the Forth area to allow for growth in travel through public transport initiatives such as Park and Ride.

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*General Overview of Comment:*

### **Traffic from the west will continue to use the A904**

**Repeated 13 times**

Ref No. RA25

*Summary Response:*

The new slip roads at M9 Junction 1a will enable the M9 spur to become the main signposted route for traffic travelling between the new crossing and the M9. The A904 will remain an important regional road connection to the crossing. The junction on the proposed scheme at South Queensferry has been relocated to connect to the A904 to the west of the town. This will reduce the volume of traffic travelling along the A904 on Builyeon Road between the Bo'ness Road Junction and Echline Roundabout (refer to Chapter 7 of this report).



*General Overview of Comment:*

## **Concern regarding local access due to increased traffic flows**

**Repeated 12 times**

Ref No. RA29

*Summary Response:*

The junctions on the proposed scheme are being designed to accommodate the anticipated traffic flows, having regard to the capacity of the adjacent network and taking account of the requirement not to cause additional congestion at local road junctions and accesses. Local access is being catered for, where possible, by separating local and strategic junctions, for example by realigning the B981 away from the Ferrytoll Junction to improve local east-west movements. The scheme amendments at Ferrytoll Junction and South Queensferry Junction described in Chapter 7 provide improved local access. Opportunities to further improve travel choices and accessibility will be provided through the provision of a dedicated corridor for public transport, pedestrians and cyclists.



*General Overview of Comment:*

## **Slip roads/junction should be provided on the A904 west of South Queensferry**

**Repeated 9 times**

Ref No. RA8

*Summary Response:*

The junction on the proposed scheme at South Queensferry has been relocated to connect to the A904 to the west of the town (refer to Chapter 7 of this report).

## 6.4.3 Public Transport

The five main issues raised by respondents in relation to public transport are presented as follows:



*General Overview of Comment:*

### **Concern regarding provision of Park and Ride at South Queensferry**

**Repeated 19 times**

Ref No. RP3

*Summary Response:*

Park and Ride facilities at South Queensferry are not being specifically promoted within the proposed Forth Replacement Crossing Bill. However, opportunities presented by the Forth Replacement Crossing to maximise public transport provision are being developed in parallel with the scheme. Discussions and consultations on these future opportunities, including Park and Ride sites, are ongoing with the community, bus companies, Local Authorities and SESTran (the regional transport partnership).

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*General Overview of Comment:*

### **Direct access for buses should be provided to/from the A90 at South Queensferry**

**Repeated 15 times**

Ref No. RP2

*Summary Response:*

The design now includes new public transport links to connect directly to the existing A90 at South Queensferry (refer to Chapter 7 of this report).

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*General Overview of Comment:*

### **Concern that Light Rapid Transit and other public transport improvements will not be implemented. A commitment and plan for public transport development needs to be put in place**

**Repeated 13 times**

Ref No. RP12

*Summary Response:*

A Light Rapid Transit system, such as light rail, guided bus or trams, between Edinburgh and Fife is one of the 29 projects being proposed as part of the Strategic Transport Projects Review which has identified projects for the period 2012 onwards. The STPR recommendations will be considered in future Government spending reviews and a programme for delivering the measures will develop from this.



*General Overview of Comment:*

## **Concern that Park and Ride at Echline will cause pollution affecting Dundas Home Farm**

**Repeated 6 times**

Ref No. RP5

*Summary Response:*

Park and Ride facilities at South Queensferry are not being specifically promoted within the proposed Forth Replacement Crossing Bill. However, opportunities presented by the Forth Replacement Crossing to maximise public transport provision are being developed in parallel with the scheme. Discussions and consultations on these future opportunities, including Park and Ride sites, are ongoing with the community, bus companies, Local Authorities and SESTran (the regional transport partnership).

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*General Overview of Comment:*

## **Public transport should be improved**

**Repeated 6 times**

Ref No. RP11

*Summary Response:*

The Forth Replacement Crossing strategy will provide a dedicated public transport route across the Firth of Forth. The strategy presents a significant opportunity for relevant organisations to improve public transport facilities and services to increase the use of public transport in the future to accommodate increased travel demand.



## 6.4.4 Construction

The five main issues raised by respondents in relation to the construction of the Forth Replacement Crossing are presented as follows:



*General Overview of Comment:*

### **Concern regarding general impact during construction such as noise, vibration and dust**

**Repeated 33 times**

Ref No. RC1

*Summary Response:*

The environmental impact assessment currently being undertaken includes an appraisal of the potential impacts of the scheme during construction. These will be described in the Environmental Statement, together with mitigation measures to be provided to reduce impacts. A Code of Construction Practice is also being developed which will set out the approaches to be followed to mitigate construction impacts. The contractor will have to comply with the requirements of the Code during construction of the scheme. Work on the Environmental Statement and Code of Construction Practice is ongoing and will take account of comments received through the consultation exercise.

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*General Overview of Comment:*

### **Concern regarding traffic disruption during construction**

**Repeated 15 times**

Ref No. RC3

*Summary Response:*

Requirements relating to traffic management and access will be set out in the Code of Construction Practice, as above. The approach will be developed in consultation with the Local Authorities. A range of requirements can be placed on the contractor to manage access during the construction period, including specifying roads permitted for use for construction traffic and delivery of materials and keeping an agreed number of lanes open on the public road network.

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*General Overview of Comment:*

### **Concern regarding vehicle access and siting of heavy construction equipment**

**Repeated 10 times**

Ref No. RC4

*Summary Response:*

Requirements relating to site access will be set out in the Code of Construction Practice.



*General Overview of Comment:*

**Request for clarification regarding the siting of site offices / works compounds**

**Repeated 7 times**

Ref No. RC7

*Summary Response:*

The locations and requirements of the compounds for the project will be outlined in the Code of Construction Practice and the impacts assessed in the Environmental Statement, which will include details of any mitigation measures.

---



*General Overview of Comment:*

**Concern regarding use of Shore Road and Society Road for access during construction**

**Repeated 7 times**

Ref No. RC8

*Summary Response:*

Restrictions on the use of public roads for access during construction will be discussed with the relevant local authority and will be set out in the Code of Construction Practice. Transport Scotland does not intend to allow construction access via the main residential areas of Shore Road or Society Road. It is proposed that a temporary haul road will connect with Society Road to the west of the residential area to facilitate bridge construction.

## 6.4.5 Other Feedback



*General Overview of Comment:*

### **A tunnel should be provided instead of the bridge crossing**

**Repeated 21 times**

Ref No. RO8

*Summary Response:*

Tunnel options were considered as part of the Forth Replacement Crossing Study but were rejected in favour of the cable-stayed bridge in “Corridor D”, the selected crossing location. The reasons for this were explained by the Cabinet Secretary for Finance and Sustainable Growth in his statement on 19 December 2007 and the reports of the Forth Replacement Crossing Study are available on the project website.

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*General Overview of Comment:*

### **Concern regarding inaccurate images being on display at exhibitions**

**Repeated 21 times**

Ref No. RO18

*Summary Response:*

The plans and photomontages on display at the exhibitions were the most up-to-date plans that were available. As explained at the exhibitions, these were indicative designs as development was continuing at a rapid pace at that time. The South Queensferry Junction was moved westwards by approximately 200m shortly prior to the exhibitions and after the production of the corresponding photo montage. As a result, this particular photo montage did not exactly reflect the plan. Following the exhibition, based on feedback, the South Queensferry Junction was again relocated further west to connect with the A904. New photomontages have recently been produced for the amended South Queensferry Junction and are available on the project website, as contained in Chapter 7.

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*General Overview of Comment:*

### **Concern regarding lack of consultation with residents of Dundas Home Farm**

**Repeated 19 times**

Ref No. RO19

*Summary Response:*

During the public information exhibitions a number of residents of Dundas Home Farm were identified whose details had not been uncovered through title deed searches carried out in 2008. Transport Scotland is now consulting with this group of residents via correspondence and meetings.



*General Overview of Comment:*

## **Concern regarding effectiveness / validity of consultation process and that views will be considered and feedback provided**

**Repeated 19 times**

Ref No. RO20

*Summary Response:*

Transport Scotland's commitment to consultation and engagement is outlined in the *Engaging with Communities* document published in September 2008 and a sustained programme of engagement and consultation has taken place since December 2007 using a variety of methods. Feedback received from stakeholders during this period has been recorded by the team and considered as part of the development process. This report documents how feedback received from one particular consultation activity, the Public Information Exhibitions, has been / is being taken on board.

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*General Overview of Comment:*

## **Concern regarding impact on property values, blight and compensation**

**Repeated 17 times**

Ref No. RO4

*Summary Response:*

The law relating to compensation is complex and the statutory procedures that will apply for the Forth Replacement Crossing are still under development. Land and property owners whose interests are affected by the scheme are advised to seek independent professional advice. The statutory procedures and compensation arrangements for the project are expected to be published in summer 2009.

## 7. SCHEME DEVELOPMENTS

### 7.1 Scheme Developments: December 2007 – January 2009

Full details of the development of the Forth Replacement Crossing scheme which took place between December 2007 and December 2008 can be found in reports which are available on the project website, including:

- Forth Replacement Crossing Route Corridor Options Review
- Forth Replacement Crossing DMRB Stage 2 Corridor Options Report
- Forth Replacement Crossing Managed Crossing Scheme – Scheme Definition Report.

In December 2008 details of the Forth Replacement Crossing strategy and indicative designs for the connecting road networks were announced to Parliament and published in a project newsletter and on the project website. However, design development work on the scheme was ongoing at that time and a number of changes were introduced to the scheme between December 2008 and the Public Information Exhibitions in January 2009. These included:

- Changes to the layout of M9 Junction 1a
- Change to the position of the junction at South Queensferry which was moved slightly (by approximately 200m) further to the west
- Changes to the layout at Ferrytoll Junction involving the removal of the smaller roundabouts at Castlandhill Road and the B981 from North Queensferry.

### 7.2 Scheme Developments from January 2009

Further design development work has been undertaken since the exhibitions in January 2009. Certain features of the scheme, such as junction arrangements, were presented at the exhibitions as early indicative designs. Design work has continued to find the optimum design of the road network, taking account of the feedback provided during and after the exhibitions which was considered alongside issues of operational performance, environmental impact, traffic, economics and cost. The consultation was staged at that time to allow the public to comment on the emerging designs and their feedback to influence the final scheme in addition to these other factors.

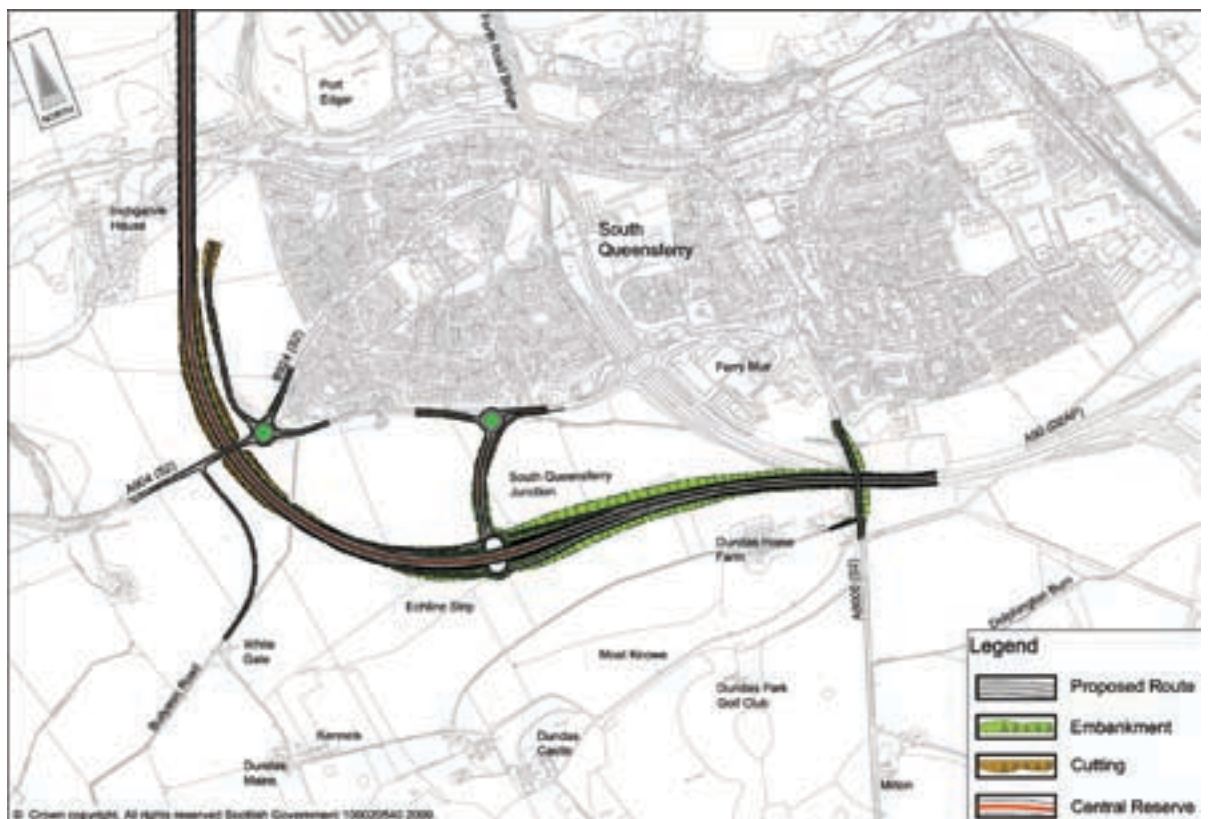
As a result of the consultation exercise, subsequent dialogue with community councils and Local Authorities, and ongoing engineering and technical studies, a number of scheme amendments were introduced in April 2009. These were explained in the project update newsletter published in April 2009 and are detailed below.

## 7.3 South Queensferry Junction

### 7.3.1 Junction Location

The indicative junction design displayed at the public information exhibitions is shown below in Figure 7.3a.

Fig 7.3a Indicative junction design South Queensferry, January 2009.



At the time of the exhibitions the South Queensferry Junction was located immediately to the south of the A904 Buiyeon Road. The junction was elevated above the main carriageway and a link road was proposed to connect to the A904 Buiyeon Road at a new roundabout.



- The junction has been moved further west to connect directly to the A904 Builyeon Road at the western edge of South Queensferry
- The roundabout at the junction is at the same level as the existing A904 with the main carriageway passing below
- The embankment on the main carriageway to the south of South Queensferry has been lowered
- The junction between the A904 Builyeon Road and the B924 Bo'ness Road has been changed from a roundabout to a T-junction.

The new junction location provides direct access to and from the A904 immediately south of the replacement crossing. The proposed mainline will remain in cutting below the level of the A904 as indicated in earlier designs. The roundabout will be positioned at ground level connecting directly to the A904.

This arrangement provides a more direct access onto the trunk road network for the majority of local traffic. It eliminates the need for an additional roundabout on, and reduces the level of traffic on, Builyeon Road.

Moving the junction to the west has allowed a solution to be engineered which substantially lowers the height of the new road as it passes south of South Queensferry. The embankment carrying the new road has been lowered by up to 6m in this area, substantially reducing the visual impact on the landscape and properties.

### 7.3.2 Improved Public Transport Access onto the A90 South Queensferry

The Forth Road Bridge will act as a dedicated corridor for public transport, pedestrians and cyclists when the Forth Replacement Crossing is in place. At the time of the exhibitions, public transport access to and from the Forth Road Bridge was via the main South Queensferry Junction.

Feedback from the exhibitions on this proposal included:

- Concern regarding delay to public transport due to the layout and number of roundabouts at South Queensferry Junction (Repeated Comment RP1)
- Direct access for buses should be provided to/from the A90 at South Queensferry (RP2)
- Direct access for buses and local traffic should be provided from the A90 at South Queensferry (RP8).

The strategy for the use of the Forth Road Bridge as a dedicated corridor for public transport, pedestrians and cyclists is unchanged. However new south and northbound slip roads for public transport (buses and taxis) to and from the Forth Road Bridge and A90 have been added to the design at South Queensferry (see Fig 7.3b above). The public transport slip roads are shown in green on the plan.

Public transport travelling on the A90 towards Edinburgh will gain access onto the A90 via the eastbound slip road at Echline Junction. Public transport travelling westbound on the A90 will access the Forth Road Bridge via a slip road onto the A8000.

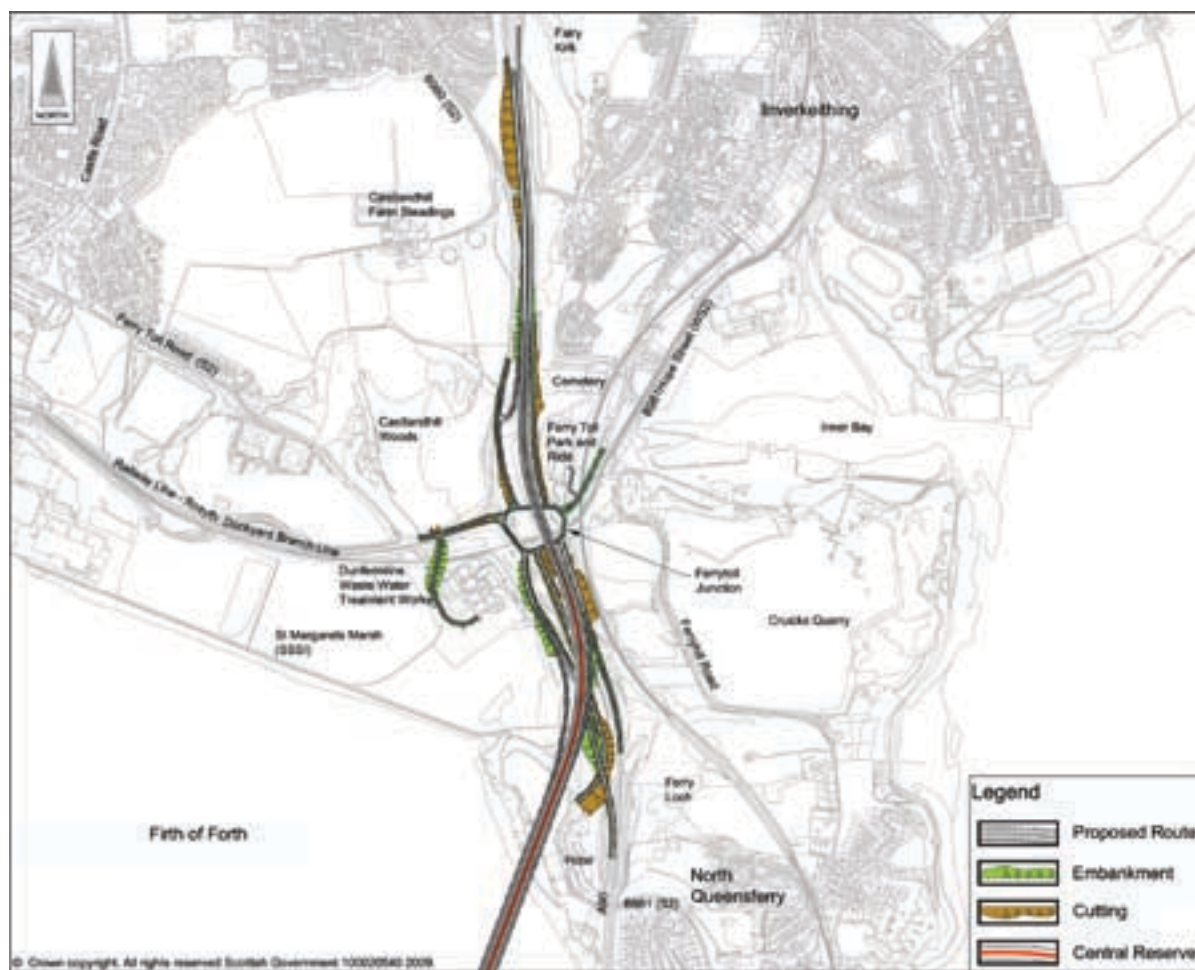
The slip roads will be dedicated for use by public transport only and will provide more direct connections onto the trunk road network for public transport, effectively extending the dedicated corridor for public transport, pedestrians and cyclists to/from the Forth Road Bridge.



## 7.4 Ferrytoll Junction

The indicative junction design displayed at the public information exhibitions is shown below in Figure 7.4a.

Fig 7.4a Indicative junction Ferrytoll, January 2009.



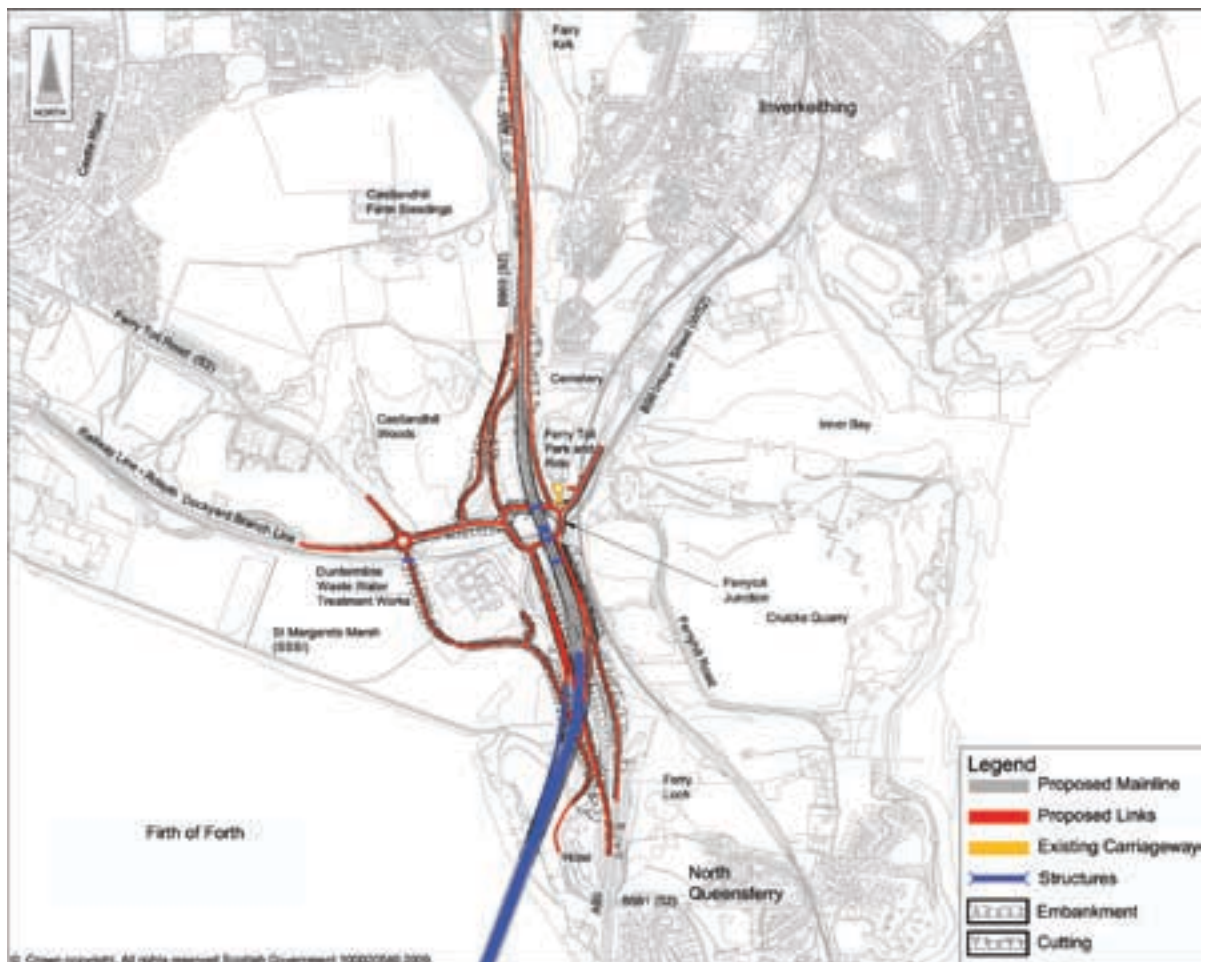
At the time of the exhibitions the proposed junction design retained the existing northbound slip road onto the A90 from Castlandhill Road, and the B981 from North Queensferry connected to the south side of the new Ferrytoll Junction.

Feedback from the exhibitions which informed the development of the junction design at Ferrytoll included, but is not limited to, the following comments:

- Junctions on the north side of the Forth are dangerous (Repeated Comment RA3)
- Concern that the junctions appear complicated (RA7)
- Concern regarding local access due to increased traffic flows (RA29)
- Concern regarding traffic disruption during construction (RC3)
- Concern regarding congestion at Ferrytoll during construction (RC5).

The key changes to the Ferrytoll Junction proposals as now proposed are shown in Fig 7.4b and described below.

Fig 7.4b Indicative junction Ferrytoll, April 2009.



- The northbound slip road onto the A90 will lead directly off the new roundabout at Ferrytoll Junction
- The B981 from North Queensferry will pass to the west of the Dunfermline Waste Water Treatment Works to connect to Ferrytoll Road.

The junction layout at Ferrytoll has been designed to ensure that access can be provided to the M90 to the north and both the new crossing and the Forth Road Bridge to the south. Local road connections, including the B980 Castlandhill Road, B981 Hope Street, B981 to North Queensferry and Ferrytoll Road must also be provided for. These essential connections are maintained under the new Ferrytoll Junction configuration proposed for the scheme, but with enhanced benefits.

The proposed scheme will remove the northbound merge slip road which currently runs onto the A90 from the B980 Castlandhill Road and will replace it with a separate, dedicated slip road which exits directly from the new roundabout at Ferrytoll Junction.

In association with the proposed change above, Castlandhill Road will be realigned and kept separate from the Ferrytoll Junction, joining Ferrytoll Road to the west of the new junction. This will provide local access to and from North Queensferry and Rosyth.

These changes will provide more reliable, simpler and safer access for local traffic travelling to and from North Queensferry, both during and after construction of the crossing.

## 7.5 South Queensferry Park and Ride

The potential for a Park and Ride site to be located in the redundant sections of the A90 at Echline Junction was identified on the plans shown at the public exhibitions. This would be particularly targeted at people travelling from West Lothian and South Queensferry into Edinburgh and represents an opportunity to reduce the number of private vehicles travelling into the city by expanding access to a wider range of buses, including express buses, than are available through existing local services.

Feedback from the exhibitions which has informed further consideration of the provision of a Park and Ride at South Queensferry as part of the scheme included, but is not limited to, the following:

- Concern regarding provision of Park and Ride at South Queensferry (Repeated Comment RP3)
- Concern that Park and Ride at Echline will cause pollution affecting Dundas Home Farm (RP6).

The proposal for any Park and Ride site at this location could not be taken forward until the new bridge and approach roads are open and traffic no longer uses the A90 through Echline Junction. Park and Ride facilities at South Queensferry therefore are not being specifically promoted within the proposed Forth Replacement Crossing Bill. However, opportunities presented by the Forth Replacement Crossing to maximise public transport provision are being developed in parallel with the scheme. Discussions and consultations on these future opportunities, including Park and Ride sites, are ongoing with the community, bus companies, Local Authorities and SESTran (the regional transport partnership).

## 8. FURTHER CONSULTATION

### 8.1 Consultation Prior to Bill Introduction

Consultation on the plans for the Forth Replacement Crossing is continuing to inform the final stages of the development of the scheme prior to the introduction of the Bill to Parliament in November 2009.

This will be delivered through the four strands of public information and engagement activity outlined in Chapter 3 of this report.

#### 8.1.1 Public Relations

Future public relations activities to November 2009 include:

- Briefings – further briefings with interested and affected parties to provide feedback on the project's response to design issues raised through the consultation and decisions taken, develop mitigation strategies, consult on the Code of Construction Practice and communicate the statutory process for the project
- Community displays – display of the new designs and proposed mitigation in local communities
- Ezines, update newsletters, press releases and website updates – ongoing on a regular basis to communicate new information on developments
- Public exhibitions – public information exhibitions will be staged in November, immediately following the introduction of the Bill to the Parliament. These will allow the Bill documents to be made available to the public and support the statutory consultation.

#### 8.1.2 Landowner Liaison

As explained in Chapter 3 of this report, consultations are ongoing with landowners and occupiers with interests in land which may be affected by the proposed scheme. This will continue throughout the summer and autumn and a key part of these discussions will be agreeing any accommodation works which will be provided through the scheme construction contract.

In addition, consultation will continue to ensure that all parties who have interests in land which will be affected by the proposed scheme are identified. As the limits of land required for the scheme are finalised in the summer, details of the extent of land required will be provided to landowners and occupiers to enable final confirmation of their interests to be included in the Bill.

### 8.1.3 Environmental Impact Assessment Consultation

Consultation will continue over the summer as part of the ongoing Environmental Impact Assessment. These consultations will help refine the final assessment and mitigation proposals. The results of the Environmental Impact Assessment and a summary of the consultations undertaken will be presented in an Environmental Statement. Further consultation with relevant organisations will continue as required, following publication of the Environmental Statement.

### 8.1.4 Statutory Bodies

Transport Scotland will continue to hold regular meetings and briefings with statutory bodies to discuss various aspects of the design development and finalise the scheme proposals. The Environmental Reference Group will continue to meet over the summer period and as required thereafter.

In summer 2009 plans for public transport improvements will be developed in consultation with transport partners including Local Authorities, SESTran, bus operating companies and local communities.

Discussions will also be held with major utility providers such as BT and British Gas in order that suitable diversion strategies can be planned in advance of the works.

Throughout the development of the project Transport Scotland has sought to keep organisations with major operations within the vicinity of the crossing informed of progress, such as Forth Ports, Babcock Engineering and BAA. Liaison with these organisations will continue.

## 8.2 Statutory Consultation

Following introduction of the Forth Replacement Crossing Bill to the Parliament in November 2009 a period of statutory consultation will take place as part of the authorisation process. The details of the statutory consultation procedures are currently being finalised by the Parliament and will be made available in summer 2009.

## ANNEX A – LOCATION ANALYSIS

### A. Detailed Location Analysis

Area	City or town	Number of responses	Percentage(%)
Fife	Aberdour	6	2.8
	Cairneyhill	4	1.9
	Crossford	1	0.5
	Cupar	1	0.5
	Dalgety Bay	8	3.8
	Dunfermline	15	7.1
	Glenrothes	1	0.5
	Inverkeithing	1	0.5
	Kirkcaldy	10	4.7
	Methil	1	0.5
	North Queensferry	11	5.2
	Rosyth	8	3.8
	Edinburgh	Edinburgh	25
Kirkliston		2	0.9
South Queensferry		86	40.6
East Lothian	Musselburgh	2	0.9
Midlothian	Dalkeith	2	0.9
West Lothian	Bathgate	1	0.5
	Kirkliston	1	0.5
	Linlithgow	7	3.3
	Livingston	2	0.9
	Newton	2	0.9
Other Scotland	Aberfeldy	1	0.5
	Dollar	1	0.5
	Dundee	1	0.5
	Perth	1	0.5
	Unknown	8	3.8
Other UK	Chelmsford	1	0.5
	Ipswich	1	0.5
International	St Laurent, France	1	0.5
<b>Total</b>		<b>212</b>	<b>100*</b>

\*Percentages rounded to 100 per cent

## ANNEX B – EXHIBITION FEEDBACK ANALYSIS

### B1. Sub-categorisation of Individual Comments

Environment	Number of comments	Percentage of all comments within category (%)	Percentage of all comments (%)
General/Various Environmental Impacts	130	45.5	10.2
Air Quality and Climate Change	39	13.6	3.0
Noise	36	12.6	2.8
Landscape	29	10.1	2.3
Visual Impact	23	8.0	1.8
Ecology	20	7.0	1.6
Sustainability	6	2.1	0.5
Cultural Heritage	3	1.0	0.2
<b>Category Total</b>	<b>286</b>	<b>100*</b>	<b>22.4</b>

\*Percentages rounded to 100 per cent

Accessibility	Number of comments	Percentage of all comments within category (%)	Percentage of all comments (%)
Junctions	86	35.8	6.7
Local Roads	42	17.5	3.3
Non-motorised User Access	38	15.8	3.0
Traffic Routing	33	13.8	2.6
Route Capacity	27	11.3	2.1
Traffic Generation	14	5.8	1.1
<b>Category Total</b>	<b>240</b>	<b>100</b>	<b>18.8</b>

Public Transport	Number of comments	Percentage of all comments within category (%)	Percentage of all comments (%)
Public Transport General	52	36.4	4.1
Park and Ride	51	35.7	4.0
Bus Links	17	11.9	1.3
Bus	12	8.4	0.9
Rail	11	7.7	0.9
<b>Category Total</b>	<b>143</b>	<b>100*</b>	<b>11.2</b>

\*Percentages rounded to 100 per cent

Construction	Number of comments	Percentage of all comments within category (%)	Percentage of all comments (%)
General/Various Construction Impacts/Various	59	48.4	4.6
Construction Traffic/Disruption	46	37.7	3.6
Site Compounds	6	4.9	0.5
Construction Noise	6	4.9	0.5
Construction Air Quality/Dust	4	3.3	0.3
Blasting Impacts	1	0.8	0.1
<b>Category Total</b>	<b>122</b>	<b>100</b>	<b>9.5**</b>

\*\*Percentages rounded. Total is based on rounded figure from table on page 18.



Other comments	Number of comments	Percentage of all comments within category (%)	Percentage of all comments (%)
Quality of Exhibition/Consultation Process	118	24.2	9.2
Other Miscellaneous	96	19.7	7.5
General Design Comments	75	15.4	5.9
Bridge Design	37	7.6	2.9
Existing Bridge	33	6.8	2.6
Route Choice	32	6.6	2.5
Corridor/Tunnel Decision	30	6.1	2.3
Compensation	30	6.1	2.3
Need for Scheme	12	2.5	0.9
Scheme Cost	8	1.6	0.6
Funding	7	1.4	0.5
Tolls	5	1.0	0.4
Complete Scheme ASAP	5	1.0	0.4
<b>Category Total</b>	<b>488</b>	<b>100</b>	<b>38.2**</b>

\*\*Percentages rounded. Total is based on rounded figure from table on page 18.

## B2. Exhibition Responses from Areas Adjacent to the Proposed Scheme

### B2.1 North Queensferry, Inverkeithing and Rosyth

#### *Overall Totals*

Item	Number
Total number of feedback responses	20
Number of individual comments	88

#### *Categorisation of Individual Comments*

Category	Number of comments	Percentage of all comments (%)
Other	24	27.3
Accessibility	23	26.1
Construction	21	23.9
Environment	14	15.9
Public Transport	6	6.8
<b>Totals</b>	<b>88</b>	<b>100</b>

*Sub-Categories Covered by Comments*

The top 15 sub-categories where comments from Inverkeithing, North Queensferry and Rosyth were made are listed below. This represents over 90 per cent of the individual comments provided from these areas.

Category	Sub-category	Number of comments	Percentage of all comments (%)
Construction	General/Various Construction Impacts	9	10.2
Other	Quality of Exhibition/Consultation Process	9	10.2
Accessibility	Local Roads	7	8.0
Construction	Construction Traffic/Disruption	7	8.0
Accessibility	Junctions	6	6.8
Other	Other Miscellaneous	6	6.8
Accessibility	Non-motorised User Access	5	5.7
Other	Bridge Design	5	5.7
Environment	Ecology	4	4.5
Accessibility	Route Capacity	4	4.5
Public Transport	Public Transport General	4	4.5
Environment	Landscape	3	3.4
Environment	Noise	3	3.4
Environment	General/Various Environmental Impacts	2	2.3
Construction	Construction Noise	2	2.3
Construction	Site Compounds	2	2.3
Other	Compensation	2	2.3
	<b>Total</b>	<b>80</b>	<b>90.9</b>

## Repeated Comments

The top 10 issues raised in comments from Inverkeithing, North Queensferry and Rosyth are listed below. This represents almost 60 per cent of the repeated comments provided from these areas.

Repeated Comment Number	Category	Number of times repeated	General overview of comment
RA29	Accessibility	4	Concern regarding local access due to increased traffic flows
RO17	Other	4	Concern that plans/photomontages of Ferrytoll Junction should have been made available to enable informed suggestions to be provided
RA15	Accessibility	3	Pedestrian and cyclist access should be maintained between Rosyth/ Ferrytoll/Inverkeithing
RC1	Construction	3	Concern regarding general impact during construction such as noise, vibration and dust
RC7	Construction	3	Request for clarification regarding the siting of site offices/works compounds
RE5	Environment	2	Concern regarding noise, vibration and air quality
RE16	Environment	2	Request for details of noise mitigation and air quality mitigation
RE21	Environment	2	Concern regarding ecological impacts
RA17	Accessibility	2	Additional capacity should be provided in the new crossing
RA18	Accessibility	2	Concern regarding the capacity of the new crossing to cope with future traffic flows
RC5	Construction	2	Concern regarding congestion at Ferrytoll during construction

Responses to these points can be found in Annex C.

## B2.2 South Queensferry

### Overall Totals

Item	Number
Total number of feedback responses	86
Number of individual comments	807

### Categorisation of Individual Comments

Category	Number of comments	Percentage of all comments (%)
Other	314	38.9
Environment	228	28.3
Accessibility	130	16.1
Public Transport	71	8.8
Construction	64	7.9
<b>Totals</b>	<b>807</b>	<b>100</b>

## Sub-Categories Covered by Comments

The top 25 sub-categories where comments from South Queensferry were made are listed below. This represents almost 95 per cent of the individual comments provided from these areas.

Category	Sub-category	Number of comments	Percentage of comments (%)
Environment	General/Various Environmental Impacts	116	14.4
Other	Quality of Exhibition/Consultation Process	95	11.8
Other	Other Miscellaneous	58	7.2
Accessibility	Junctions	49	6.1
Other	General Design Comments	49	6.1
Construction	General/Various Construction Impacts	36	4.5
Public Transport	Park and Ride	35	4.3
Environment	Air Quality and Climate Change	33	4.1
Other	Route Choice	28	3.5
Environment	Noise	27	3.3
Other	Compensation	26	3.2
Accessibility	Traffic Routing	24	3.0
Accessibility	Local Roads	22	2.7
Environment	Landscape	19	2.4
Environment	Visual Impact	19	2.4
Construction	Construction Traffic/Disruption	19	2.4
Accessibility	Non-motorised User Access	18	2.2
Public Transport	Public Transport General	16	2.0
Other	Corridor/Tunnel Decision	14	1.7
Other	Bridge Design	12	1.5
Other	Need for Scheme	11	1.4
Other	Existing Bridge	11	1.4
Accessibility	Route Capacity	9	1.1
Public Transport	Bus	9	1.1
Public Transport	Bus Links	9	1.1
	<b>Total</b>	<b>764</b>	<b>94.9</b>

Repeated Comments

The top 27 issues raised in comments from South Queensferry are listed below. This represents over 60 per cent of the repeated comments provided from these areas.

Repeated Comment Number	Category	Number of times repeated	General overview of comment
RE6	Environment	38	Concern regarding overall impact on South Queensferry
RCI	Construction	24	Concern regarding general impact during construction such as noise, vibration and dust
RO18	Other	19	Concern regarding inaccurate images being on display at exhibitions
RO19	Other	19	Concern regarding lack of consultation with residents of Dundas Home Farm
RE1	Environment	18	Concern regarding health impacts
RE12	Environment	18	Concern regarding impact on the landscape and views
RP3	Public Transport	18	Concern regarding provision of Park and Ride at South Queensferry
RE14	Environment	17	Concern regarding noise impacts
RO4	Other	17	Concern regarding impact on property values, blight and compensation
RO14	Other	17	Concern regarding the line and elevation of the route to the south of South Queensferry
RO20	Other	17	Concern regarding effectiveness/validity of consultation process/that views will be considered and feedback provided
RO21	Other	15	Information requested regarding why the proposals have changed from those consulted upon in August 2008 (Corridor D). Explanation sought as to why those who would be affected were not consulted.
RE2	Environment	14	Concern regarding air quality/pollution from traffic/climate change targets
RE5	Environment	13	Concern regarding noise, vibration and air quality
RA25	Accessibility	11	Traffic from the west will continue to use the A904
RO9	Other	11	The scheme is not justified based on the condition of the existing bridge and proportion of HGVs using the bridge
RA16	Accessibility	10	Pedestrian and cyclist access should be maintained to the south west of South Queensferry
RO8	Other	10	A tunnel should be provided instead of the bridge crossing
RE4	Environment	9	Concern regarding noise and visual impacts to the south of South Queensferry
RO22	Other	9	A direct link should be provided to the M9

Repeated Comment Number	Category	Number of times repeated	General overview of comment
RP2	Public Transport	8	Direct access for buses should be provided to/from the A90 at South Queensferry
RE13	Environment	7	Concern regarding loss of woodland/impacts on ancient woodland
RA8	Accessibility	7	Slip roads/junction should be provided on the A904 west of South Queensferry
RA18	Accessibility	7	Concern regarding the capacity of the new crossing to cope with future traffic flows
RC4	Construction	7	Concern regarding vehicle access and siting of heavy construction equipment
RC8	Construction	7	Concern regarding use of Shore Rd and Society Rd for access during construction
RO28	Other	7	General criticism or objection to scheme

Responses to these points can be found in Annex C.

## B2.3 Kirkliston

### Overall Totals

Item	Number
Total number of feedback responses	3
Number of individual comments	14

### Categorisation of Individual Comments

Category	Number of comments	Percentage of all comments (%)
Environment	5	35.7
Accessibility	5	35.7
Construction	3	21.4
Other	1	7.2
Public Transport	0	0.0
<b>Totals</b>	<b>14</b>	<b>100</b>



### Sub-Categories Covered by Comments

The responses from Kirkliston cover eight sub-categories. The number of responses received in these sub-categories is listed below.

Category	Sub-category	Number of comments	Percentage of all comments (%)
Environment	General Environmental Impacts	4	28.6
Accessibility	Local Roads	3	21.4
Construction	Construction impacts general	2	14.3
Environment	Noise	1	7.1
Accessibility	Traffic Generation	1	7.1
Accessibility	Traffic Routing	1	7.1
Construction	Construction Traffic/Disruption	1	7.1
Other	Compensation	1	7.1
	<b>Total</b>	<b>14</b>	<b>100*</b>

\*Percentages rounded to 100 per cent

### Repeated Comments

Responses from Kirkliston included three within the overall list of repeated comments. These are listed below.

Repeated Comment Number	Category	Number of times repeated	General overview of comment
RE2	Environment	1	Concern regarding air quality/pollution from traffic/climate change targets
RC1	Construction	1	Concern regarding general impact during construction such as noise, vibration and dust
RC3	Construction	1	Concern regarding traffic disruption during construction

Responses to these points can be found in Annex C.

## ANNEX C - COMMON OR REPEATED COMMENTS



*General Overview of Comment:*

### **Concern regarding health impacts**

**Repeated 19 times**

Ref No. RE1

*Response*

Air quality and noise are determinants in relation to health and are considered as part of the environmental impact assessment and health impact assessment.

An air quality assessment and a noise assessment are being undertaken in accordance with the Design Manual for Roads and Bridges and will be described in an Environmental Statement to be published with the Parliamentary Bill later in 2009. As part of both these assessments, monitoring is being undertaken and modelling is being used to predict the changes in air quality and noise on sensitive receptors including residential properties, schools and hospitals. The removal of through traffic from South Queensferry will deliver improvements in air quality for large parts of the local community.

In addition to the air quality and noise assessments, a health impact assessment is also being undertaken and this will be published later in 2009. The health impact assessment will consider a range of health determinants, drawing on the assessments undertaken for the Environmental Statement. The effects of changes in air quality and noise on health and wellbeing will be considered along side socio-economic health issues.



*General Overview of Comment:*

### **Concern regarding air quality/pollution from traffic and climate change targets**

**Repeated 20 times**

Ref No. RE2

*Response*

The Scottish Government has set air quality standards to protect sensitive members of the population. These standards are based on the best scientific evidence available. An air quality assessment is being undertaken for the proposed scheme in accordance with the Design Manual for Roads and Bridges and the assessment will be described in an Environmental Statement, to be published with the Parliamentary Bill later in 2009. As part of the assessment, air quality monitoring is being undertaken and a computerised model is being used to predict the changes in air quality, both beneficial and adverse. The model takes into account factors such as emissions from traffic that may occur due to the introduction of the proposed scheme. The results of the air quality assessment will describe the potential impacts of the proposed scheme in relation to the relevant air quality standards and any mitigation proposed.

In addition to assessing the potential effects of the scheme in relation to local air quality pollutants, the air quality assessment will also consider wider effects in relation to CO<sub>2</sub> emissions and climate change targets in line with the requirements of the Design Manual for Roads and Bridges.

 *General Overview of Comment:*

**Concern regarding impact on listed buildings (Dundas Home Farm)**

**Repeated 3 times**

Ref No. RE3

*Response*

Potential impacts on listed buildings and archaeological sites are being assessed as part of the cultural heritage assessment for the scheme and this will be described in the Environmental Statement, to be published with the Parliamentary Bill later in 2009. The assessment will include consideration of potential direct impacts on listed buildings as well as indirect impacts, for example on the setting of listed buildings. The assessment will enable mitigation to be designed to reduce impacts. The mitigation to be implemented will be described in the Environmental Statement and the contractor will be required to provide this as part of the construction works.

The design of the scheme and cultural heritage assessment is being reviewed with statutory bodies with responsibilities for listed buildings, including Historic Scotland and the Local Authorities. The aim of this consultation process is to ensure that these organisations can input into the design of mitigation that may be necessary to reduce potential impacts and are content with the proposals.

 *General Overview of Comment:*

**Concern regarding noise and visual impacts to the south of South Queensferry**

**Repeated 9 times**

Ref No. RE4

*Response*

One of main objectives of the scheme is to minimise, where possible, the impact on people and the natural and cultural heritage of the Forth area. Concerns regarding noise and visual impacts to the south of South Queensferry are related to the line and elevation of the proposed scheme at this location and construction activities. Further development of the connecting road strategy for the scheme has been undertaken as a result of feedback which helps reduce the impact of the design on South Queensferry (refer to Chapter 7 of this report). This is also covered in Repeated Comment RO14. Comments in relation to construction impacts are covered in Repeated Comments RE8 and RC1.

Comments in relation to general noise impacts are covered in Repeated Comment RE14 and general landscape and visual impacts are covered in Repeated Comment RE12.

Detailed assessments of noise and visual impacts are being undertaken and the results of this assessment will be described in the Environmental Statement to be published with the Parliamentary Bill later in 2009. The assessments are location-specific and will include consideration of the southern parts of South Queensferry and the rural areas to the south of the proposed scheme at this location. Appropriate mitigation will be designed to reduce impacts where found to be necessary and this mitigation will be described in the Environmental Statement. Further comments are provided in relation to noise and vibration impacts in Repeated Comments RE10, RE11 and RE14.

 *General Overview of Comment:*

## **Concern regarding noise, vibration and air quality**

**Repeated 15 times**

Ref No. RE5

*Response*

Comments in relation to noise and vibration impacts are covered in Repeated Comment RE14. Comments in relation to air quality impacts are covered in Repeated Comment RE2.

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 *General Overview of Comment:*

## **Concern regarding overall impact on South Queensferry**

**Repeated 39 times**

Ref No. RE6

*Response*

One of main objectives of the scheme is to minimise, where possible, the impact on people and the natural and cultural heritage of the Forth area. Concerns regarding the overall impact on South Queensferry are related to the line and elevation of the proposed scheme at this location. Further development of the connecting road strategy for the scheme has been undertaken as a result of feedback, which helps to reduce the impact of the design on South Queensferry (refer to Chapter 7 of this report). This is also covered in Repeated Comment RO14.

An environmental impact assessment is also being undertaken which will describe all the potential impacts of the scheme and propose mitigation measures to address these impacts. This will be published with the Parliamentary Bill later in 2009.

Consideration is being given to potential impacts on South Queensferry as part of the refinement of the design and environmental impact assessment which is being undertaken in accordance with the requirements of the Design Manual for Roads and Bridges. The outcomes of the environmental impact assessment will be described in an Environmental Statement to be published later in 2009. The assessment criteria cover potential impacts on the human, natural and built environment and will therefore make assessments relevant to potential impacts on South Queensferry. The assessments will inform the design of mitigation measures to reduce potential impacts where necessary and these mitigation measures, together with any residual impacts, will also be described in the Environmental Statement. Potential impacts and mitigation measures will be described under specific environmental criteria. In relation to potential impacts on South Queensferry, the most relevant criteria include:

- Air quality
- Noise and vibration
- Landscape
- Visual impacts
- Pedestrian, cyclist, equestrian and community effects
- Cultural heritage
- Disruption due to construction
- Policies and plans.

Consultation has been undertaken with groups including Queensferry and District Community Council and communities adjacent to the scheme, and this has been used in the development of the project. Consultation will continue throughout the development of the project.

Specific comments from the exhibitions in relation to air quality are covered in Repeated Comment RE2; noise and vibration under Repeated Comment RE14; landscape and visual impacts under Repeated Comment RE10 and RE11; impacts on pedestrians and other non-motorised users under Repeated Comments RA14 – RA16; cultural heritage under Repeated Comment RE3 and Disruption due to Construction under Repeated Comments RE8 and RC1 – RC10.



*General Overview of Comment:*

### **Concern regarding significant impacts on residents of Dundas Home Farm**

**Repeated 5 times**

Ref No. RE7

#### *Response*

One of main objectives of the scheme is to minimise, where possible, the impact on people and the natural and cultural heritage of the Forth area. Concerns regarding the overall impact of the scheme on residents of Dundas Home Farm are related to the line and elevation of the proposed scheme at this location. Further development of the connecting road strategy for the scheme has been undertaken as a result of feedback, which helps reduce the impact of the design on South Queensferry (refer to Chapter 7 of this report). This is also covered in Repeated Comment RO14.

As described above, consideration has been given to reducing potential impacts on residents of Dundas Home Farm through refinement of the design and continues to be considered in the environmental impact assessment which is being undertaken in accordance with the requirements of the Design Manual for Roads and Bridges. The outcomes of the environmental impact assessment will be described in an Environmental Statement to be published later in 2009. The assessment criteria cover potential impacts on the human, natural and built environment and will therefore cover assessments relevant to potential impacts on residents of Dundas Home Farm. The assessments will inform the design of mitigation measures to reduce potential impacts where necessary and these mitigation measures, together with any residual impacts, will also be described in the Environmental Statement. Potential impacts and mitigation measures will be described under specific environmental criteria. In relation to potential impacts on residents of Dundas Home Farm, the most relevant criteria include:

- Air quality
- Noise and vibration
- Landscape
- Visual impacts
- Cultural heritage
- Disruption due to construction.

Consultation is also taking place with landowners and occupiers of property where land is anticipated to be required. This is to ensure that specific concerns are identified and considered in the development of the scheme.

Specific comments in relation to air quality are covered in Repeated Comment RE2; noise and vibration under Repeated Comment RE14; landscape and visual impacts under Repeated Comments RE10 and RE11; impacts on pedestrians and other non-motorised users under Repeated Comments RA14 – RA16; disruption due to construction under Repeated Comments RE8 and RC1 – RC10 and cultural heritage under Repeated Comment RE3.



*General Overview of Comment:*

### **Disagreement that the vision for the project can continue to use the phrase “minimising disruption to the community”**

**Repeated 6 times**

Ref No. RE8

*Response*

One of main objectives of the scheme is to minimise, where possible, the impact on people and the natural and cultural heritage of the Forth area.

Concerns regarding the overall impact of the scheme on South Queensferry are related to the line and elevation of the proposed scheme at this location. Further development of the connecting road strategy for the scheme has been undertaken as a result of feedback, which helps to reduce the impact of the design on South Queensferry (refer to Chapter 7 of this report). Consideration has been given to reducing potential impacts as part of the refinement of the design and in the environmental impact assessment which is being undertaken in accordance with the requirements of the Design Manual for Roads and Bridges. The outcomes of the environmental impact assessment will be described in an Environmental Statement to be published later in 2009.

In the information leaflet that accompanied the public exhibitions held in January 2009, Transport Scotland emphasised the commitment to reducing the impact of construction and outlined a number of measures that would be used to achieve this. It is recognised that the project will cause disruption during the construction period. Defining measures and setting stringent requirements that will be adhered to by the contractor during construction to mitigate construction impacts are key elements of the work that is ongoing.

A Code of Construction Practice (CoCP) is being prepared and this will be published with the Parliamentary Bill later in 2009. This will set out the approach that will be taken by the contractor to reduce potential impacts as far as practicable during construction in relation to people and the natural environment. Areas that will be covered in the CoCP to mitigate impacts on the community will include requirements relating to community liaison and engagement during construction, general site management and operations (including permitted working hours), access and traffic management, noise and vibration and dust and air pollution. Consultation will also take place with Local Authorities and other relevant organisations during the development of the CoCP. A Traffic Management Plan will be prepared and implemented by the contractor, drawing on the requirements set out in the CoCP.

The CoCP is being developed in conjunction with the environmental impact assessment of the project. The environmental impact assessment considers the impacts of construction, including impacts relating to air and noise quality. The results will be presented in an Environmental Statement which will be made publicly available in late 2009. A health impact assessment is also being undertaken and will consider the potential impacts of construction on the health of the local community. The results of this assessment will be published later in 2009.

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*General Overview of Comment:*

**Concern that the elevation of the route at South Queensferry would make mitigation less effective**

**Repeated 7 times**

Ref No. RE9

*Response*

Concerns regarding the line and elevation of the route are also covered in Repeated Comment RO14. Further development of the proposed scheme has been undertaken at this location and this is also covered in Repeated Comment RO14.

The potential to reduce impacts is one of the factors considered as part of the development of the scheme since the public exhibitions. This has enabled the elevation of the route to the south of South Queensferry to be reduced, as described in Repeated Comment RO14. Appropriate landscape mitigation will aim to provide a suitable level of visual screening and integration with the surrounding landscape.



*General Overview of Comment:*

## **Mitigation should include heavy tree planting, speed restrictions and special measures to reduce light pollution**

**Repeated 6 times**

Ref No. RE10

*Response*

A landscape and visual assessment is being undertaken as part of the environmental impact assessment of the proposed scheme. This will include an assessment of potential visual impacts at night due to lighting. The impact assessment is being used to define mitigation measures to be provided as part of the scheme. The results of the landscape and visual assessments will be described in an Environmental Statement to be published with the Parliamentary Bill later in 2009. The landscape and visual mitigation for the proposed scheme will respect the integrity of the surrounding landscape by reflecting and endorsing the character of the adjacent landform, land use, pattern and vegetation.

Where lighting is required, the lighting scheme will be appropriately designed to seek to reduce or avoid excessive, unnecessary and obtrusive lighting whilst achieving the necessary safety standards and minimising intrusiveness from spillage, glare and reflection.

The landscape and visual impact assessments, including the mitigation design, will be reviewed with Scottish Natural Heritage, the statutory body with responsibility for landscape matters, to ensure that it is content with the measures proposed to be included in the scheme.

The speed limit on the proposed scheme will generally be 70mph. Intelligent Transport Systems will have the facility to impose mandatory variable speed limits, with speed limits reducing as traffic volumes increase during busier periods. This will enable speed limits on the slip roads and main roads of the scheme, and on the wider strategic road network adjacent to the proposed scheme, to be controlled to manage and improve the flow of traffic on the network and reduce congestion.



*General Overview of Comment:*

## **Extensive planting using native species is required**

**Repeated 9 times**

Ref No. RE11

*Response*

Comments in relation to mitigation planting are also covered in Repeated Comment RE10. The extent of mitigation to be provided will be determined following a detailed assessment of the potential landscape character and visual impacts of the proposed scheme. The design of mitigation measures will take account of a number of different factors including the nature of any potential impacts, the extent of planting and screening required to reduce potential impacts and the character of the landscape through which the proposed scheme passes. Planting will typically include native species of local provenance.





*General Overview of Comment:*

### **Concern regarding impact on the landscape and views**

**Repeated 20 times**

Ref No. RE12

*Response*

Concerns regarding landscape character and visual impacts are covered in Repeated Comments RE10 and RE11.

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*General Overview of Comment:*

### **Concern regarding loss of woodland/impacts on ancient woodland**

**Repeated 10 times**

Ref No. RE13

*Response*

There are two areas of woodland on the Ancient Woodland Inventory that will be affected by the scheme. These are at Lindsay's Craig in the south and St Margaret's Hope in the north. Lindsay's Craig woodland falls within category 1b – long-established woodland of plantation origin. A small area of this woodland will be affected by the proposed scheme. Category 1b is defined as woodland that has appeared on maps dating back to 1750 or the mid-1800s.

St Margaret's Hope woodland falls within category 2b – long-established woodland of plantation origin. Category 2b is defined as woodland that has appeared on maps dating back to circa 1860 (i.e. planted more recently than category 1b woodland).

The impacts associated with the loss of woodland habitat are being assessed as part of the ecology assessment. The design seeks to avoid loss of woodland. However, where this is unavoidable, mitigation will be developed such as replacement planting. The design of the scheme and ecological assessment is being reviewed with bodies such as Scottish Natural Heritage to ensure it is content with the proposals and can input to the design of mitigation that may be necessary to reduce potential impacts. The assessment of impacts and mitigation proposals will be described in an Environmental Statement which will be published with the Parliamentary Bill later in 2009.

 *General Overview of Comment:*

## **Concern regarding noise impacts**

**Repeated 22 times**

Ref No. RE14

*Response*

A detailed noise assessment is currently being undertaken in accordance with the requirements of the Design Manual for Roads and Bridges and will be described in an Environmental Statement to be published with the Parliamentary Bill later in 2009.

The assessment is being undertaken using a computerised model developed specifically for the proposed scheme. As part of the model development, noise monitoring has been undertaken at various locations to enable baseline noise conditions to be determined and the computerised model to be calibrated. The effects of the proposed scheme on the noise environment adjacent to the route are being assessed using the model and this will be used to inform the development of specific noise mitigation measures to be provided as part of the proposed scheme.

Transport Scotland is developing a strategy for mitigating noise impacts and this will be set out in a Noise and Vibration Policy which will be published with the Parliamentary Bill later in 2009. The strategy will be used to determine where specific noise mitigation measures are to be provided and these will also be described in the Environmental Statement.

Mitigation measures which will be considered include, for example, the use of screening measures, such as noise barriers or earth bunds. In addition, lower-noise road surfacing is being incorporated throughout the scheme. Consideration will also be given to including noise barriers on the new crossing approach viaducts, either as dedicated noise barriers or incorporated within windshielding.

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 *General Overview of Comment:*

## **Concern regarding noise impacts due to the proximity to Dundas Home Farm**

**Repeated 7 times**

Ref No. RE15

*Response*

Concerns regarding general noise impacts are covered in Repeated Comment RE14. With regard to Dundas Home Farm, a noise assessment is under way which will determine the noise impacts which are likely to occur with the scheme and appropriate noise mitigation will be provided to reduce these impacts.

As explained under Repeated Comment RO14, the detailed noise assessment will include consideration of the effects of the scheme at this location. Noise measurements have been taken at Dundas Home Farm to inform the assessment of the existing noise environment and assist calibration of the computerised model that is being used for the noise assessment. This will ensure that the best available information is used to inform the assessment of noise impacts due to the proposed scheme.

As explained under Repeated Comment RE14, the requirements for noise mitigation adjacent to Dundas Home Farm will be determined based on the mitigation strategy being developed for the project and the potential impacts caused by the scheme. Mitigation measures which will be considered include, for example, the use of screening measures such as noise barriers or earth bunds. In addition, lower-noise road surfacing is being incorporated throughout the scheme.

Concerns regarding the elevation of the proposed scheme as it passes Dundas Home Farm and the perceived effect that this would have in relation to noise levels has been addressed as far as practicable through changes to the layout of the scheme. This is described under Repeated Comment RO14.



*General Overview of Comment:*

## **Request for details of noise mitigation and air quality mitigation**

**Repeated 5 times**

Ref No. RE16

*Response*

Concerns regarding noise impacts are covered in Repeated Comment RE14 and concerns regarding air quality impacts are covered in Repeated Comment RE2.

The specific noise mitigation proposals are still being determined in conjunction with the detailed noise assessments being undertaken and noise mitigation strategy being developed. The finalised proposals will be described in an Environmental Statement which will be published with the Parliamentary Bill later in 2009.

As indicated under Repeated Comment RE14, noise mitigation which will be considered includes, for example, the use of screening measures, such as noise barriers or earth bunds. In addition, lower-noise road surfacing is being incorporated throughout the scheme.

As explained under Repeated Comment RE2, a detailed air quality assessment is being undertaken. As part of the assessment, mitigation will be proposed to reduce air quality impacts during construction. Examples of mitigation that are being considered include water sprays on roads and other dusty operations, hard surfacing of haul roads and enclosure of dust-generating activities. The finalised proposals will be described in an Environmental Statement which will be published with the Parliamentary Bill later in 2009. The Code of Construction Practice will include mitigation measures that will be implemented by the contractor to reduce potential impacts in relation to air quality and dust as far as practicable during construction.

With regard to mitigation to reduce potential air quality impacts during operation, this includes providing opportunities for additional travel demand to be met through the provision of a dedicated corridor for public transport, pedestrians and cyclists. This includes the option to introduce Light Rapid Transit, such as light rail, guided bus or trams, to encourage a switch to public transport. The new crossing will provide two lanes plus a hard shoulder in each direction crossing the Firth of Forth and, as part of a managed crossing strategy, the Forth Road Bridge will be maintained for public transport and non-vehicular traffic. Intelligent Transport Systems such as variable speed limits will also be provided to manage and improve the flow of traffic on the network with associated benefits for emissions and air quality. The managed crossing strategy will provide dedicated public transport links and increased public transport usage would also reduce the potential for air quality impacts to increase.

 *General Overview of Comment:*

**Query how the route meets sustainability objectives of the Scottish Government in terms of environmental quality and protection of cultural and natural heritage for local residents who live on the fringes of a large motorway**

**Repeated 6 times**

Ref No. RE17

*Response*

The proposed scheme is being taken forward in accordance with a sustainable development policy which has been published and is held on the project website ([www.forthreplacementcrossing.info](http://www.forthreplacementcrossing.info)). Sustainable development principles that embrace sustainable economic growth, equality and social inclusion, environmental quality, climate change and protection of natural and cultural heritage are placed at the centre of the management, planning and delivery of the project. Objectives have been set for the project and are described in the policy. Use of resources, carbon management, sustainable communities and environmental management are some of the key aspects of the sustainability policy.

A sustainability assessment is being undertaken and will be available as an additional document to support the Parliamentary Bill process. This will describe the sustainability measures being implemented as part of the proposed scheme and will also assess whether the project sustainability objectives have been met. Whilst it is acknowledged that the scheme will result in potential impacts on properties close to the route, measures are being implemented as part of the aim to deliver the overall project in accordance with the sustainable development policy objectives.

 *General Overview of Comment:*

**Concern regarding visual impact of bridge lighting**

**Repeated 2 times**

Ref No. RE18

*Response*

Architectural lighting is being considered for the new crossing to enhance the appearance of the bridge at night. The design of the lighting system will ensure that lighting is sensitive and focuses on enhancing the appearance of the bridge rather than being overly intrusive. It is possible that road lighting may also be required on the new crossing for road safety reasons.

Potential impacts from the lighting scheme are being considered in the visual impact assessment being undertaken for the project. As explained under Repeated Comment RE10, a night time visual impact assessment is being undertaken and this is being used to inform the design of appropriate mitigation measures considered to be appropriate. The impact assessment and proposed mitigation measures will be described in an Environmental Statement to be published with the Parliamentary Bill later in 2009.



*General Overview of Comment:*

### **Concern regarding light pollution**

**Repeated 7 times**

Ref No. RE19

*Response*

Concerns regarding light pollution are covered in Repeated Comments RE10 and RE18. In addition to architectural lighting and road lighting on the new crossing, a road lighting design is being developed for the connecting roads. Lighting will be required at the junctions at Ferrytoll and South Queensferry and may be required along the main carriageway depending on a safety and economic assessment being undertaken.

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*General Overview of Comment:*

### **Concern regarding lack of detail on impacts and mitigation. Design has not been completed to a sufficient level of detail to enable impacts to be assessed**

**Repeated 4 times**

Ref No. RE20

*Response*

The plans at the public exhibitions held in January 2009 showed the proposed road layouts and bridge design as developed at that time to define the preferred corridor for the scheme. As explained in the public exhibition leaflet and on the exhibition display boards, the preferred corridor for the connecting roads was selected following consideration of environmental impact and sustainability, design standards and engineering practicality, traffic and cost. The assessments have been undertaken in accordance with the Design Manual for Roads and Bridges which sets out a staged process for the development of a project, including mitigation.

The purpose of the exhibitions in January 2009 was to provide information regarding the latest proposals for the scheme and enable the public to provide feedback to be considered during the further development of the proposed scheme and mitigation design. The design of the network connections had progressed to the second of three stages set out in the Design Manual for Roads and Bridges with the selection of the preferred corridor and, whilst sufficient environmental impact assessment had been undertaken to inform this process, detailed environmental impact assessments and mitigation design were in the early stages. It was not, therefore, possible or appropriate to show detailed mitigation proposals at the public exhibitions.

Information regarding potential mitigation measures that are typically used on infrastructure projects was provided at the exhibitions. The final design of the proposed scheme is being undertaken in conjunction with the environmental impact assessment to enable specific mitigation to be developed for the project, as explained in the information leaflet provided at the exhibitions. Feedback was sought through the consultation in January to inform the development of mitigation.

The environmental impact assessment and mitigation measures proposed will be described in an Environmental Statement to be published with the Parliamentary Bill later in 2009.



*General Overview of Comment:*

## **Concern regarding ecological impacts**

**Repeated 4 times**

Ref No. RE21

### *Response*

The environmental impact assessment being undertaken includes an assessment of the potential effects of the proposed scheme on ecology and nature conservation. Ecological surveys are being undertaken over an extensive corridor covering a wide array of species and habitats. The surveys and impact assessment have been undertaken in accordance with ecological best practice as endorsed by the Institute of Ecology and Environmental Management and in line with the Environmental Impact Assessment (Scotland) Regulations.

Information regarding environmental surveys planned for the project was published in a leaflet on the project website [www.forthreplacementcrossing.info](http://www.forthreplacementcrossing.info) in March 2008 and made available to landowners and information points at local libraries and community centres. The results of these surveys are being used to inform the environmental impact assessment currently being undertaken and this is informing the design of appropriate mitigation measures. In general, a hierarchical approach has been adopted for mitigation measures, which seeks to avoid adverse impacts in the first instance, for example by not pursuing a particular option, or by devising alternatives where possible. In areas where avoidance is not possible, adequate mitigation measures are proposed, as appropriate, to reduce adverse impacts of the proposed scheme.

The results of the ecological assessment and proposed mitigation measures will be described in an Environmental Statement to be published with the Parliamentary Bill later in 2009.

Consultation is being undertaken with various organisations regarding the ecology assessment and the proposed mitigation measures being developed, including Scottish Natural Heritage which is the statutory body with responsibility to advise the Scottish Ministers on matters relating to ecology. Concerns regarding the potential impacts on designated sites, including the Forth Special Protection Area and Sites of Special Scientific Interest, are covered in Repeated Comment RE22.



*General Overview of Comment:*

## **Concern regarding impacts on the Forth Special Protection Area and Sites of Special Scientific Interest**

**Repeated 7 times**

Ref No. RE22

### *Response*

Concerns regarding potential ecological impacts are covered in Repeated Comment RE21.

The potential for impacts on the Firth of Forth Special Protection Area (SPA), Forth Islands SPA and River Teith Special Area of Conservation (SAC) is being considered as part of the ecological assessment described under Repeated Comment RE22. These sites are Natura 2000 sites under the European Habitats Directive and Conservation (Natural Habitats &c.) Regulations 1994. These sites are conferred a higher status of environmental protection than other habitats and the potential for impacts on these sites is being assessed through the environmental impact assessment process and an additional appropriate assessment process

as required by the regulations referenced above. Detailed assessments and development of construction methodologies and mitigation are being undertaken and the outcomes will be described in an Environmental Statement to be published with the Parliamentary Bill later in 2009, together with three Information to Inform an Appropriate Assessment Reports. Consultation is being undertaken with Scottish Natural Heritage throughout the development of the scheme to ensure that adequate mitigation measures are defined.

An example of typical mitigation measures could include the requirement for detailed method statements and monitoring systems to be prepared and implemented by the contractor to comply with the requirements set out in the Appropriate Assessment. These would need to be approved by Scottish Natural Heritage and be in place prior to any construction works being undertaken that could potentially affect an SPA or SAC.

Potential impacts on Sites of Special Scientific Interest (SSSI), such as St Margaret's Marsh, are also being considered in the ecology assessment. Whilst SSSIs are not covered by the separate appropriate assessment process which relates to SPAs and SACs, similar levels of assessment, mitigation, consultation and control during construction will be applied to SSSIs.



*General Overview of Comment:*

### **Junction 1a should be upgraded first**

**Repeated 7 times**

Ref No. RA1

*Response*

The construction procurement strategy for the project is currently being developed. As part of this strategy, consideration is being given to the whether specific timescales should be set for completing individual sections of the proposed scheme. It is recognised that Junction 1a on the M9 is discrete from the remainder of the scheme and therefore it is possible that this could be considered as an individual section to be completed prior to the new crossing and associated approach roads.



*General Overview of Comment:*

### **Relocate the roundabout on Builyeon Rd south to reduce the impact on properties alongside Builyeon Rd**

**Repeated 2 times**

Ref No. RA2

*Response*

Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment RO14. In brief, the proposed South Queensferry Junction has been repositioned further west, eliminating the need for the new roundabout on Builyeon Road.

 *General Overview of Comment:*

## **Junctions on the north side of the Forth are dangerous**

**Repeated 2 times**

Ref No. RA3

*Response*

The junction layout at Ferrytoll has been designed to ensure that access can be provided to the M90 to the north and both the new crossing and the Forth Road Bridge to the south. There are also a number of local road connections that have to be maintained, including the B980 Castlandhill Road, B981 Hope Street, B981 to North Queensferry and Ferrytoll Road. Further development of the design has been undertaken at this location to reduce the number of roads connecting to the roundabout at Ferrytoll Junction and the B981 from North Queensferry will be realigned to the west of the Dunfermline Waste Water Treatment Works to connect to Ferrytoll Road. The proposed scheme will remove the existing northbound merge slip road from the B980 Castlandhill Road to the A90 and replace it with a slip road designed to current standards which connects to the new junction at Ferrytoll. The junction at Ferrytoll will also be traffic signal controlled to manage the flow of traffic onto the roundabout and the passage of traffic around it. All of these measures are designed to ensure that the junction at Ferrytoll will operate as safely and efficiently as possible.

Admiralty Junction and Masterton Interchange will remain largely unchanged. However, the operation of these junctions and Ferrytoll Junction will be enhanced through the provision of Intelligent Transport Systems which will control the speed of traffic on the main M90 carriageway and the flow of traffic merging from the slip roads to reduce the likelihood of congestion occurring due to traffic joining the main carriageway from the junctions.

The design of the scheme has been undertaken in accordance with the Design Manual for Roads and Bridges (DMRB). One of the requirements of the DMRB is that an independent Road Safety Audit is undertaken. This is currently being carried out.

 *General Overview of Comment:*

## **Improve the eastbound slip road / slip road onto the A8 at Newbridge**

**Repeated 2 times**

Ref No. RA4

*Response*

Concerns regarding the southbound merge slip road from the M9 Kirkliston Spur to the M9 are covered in Repeated Comment RO5. This explains that, in conjunction with the widening of the southbound slip road at the M9 Kirkliston Spur to two lanes, the eastbound M9 will also be widened between Junction 1a and Junction 1 at Newbridge junction. This widening will involve improving the eastbound diverge slip road at Newbridge, but it will not be widened over its full length.

No changes are proposed at the end of the eastbound slip road to upgrade the connection to the A8. However, Intelligent Transport Systems including variable speed limits will be used to improve the flow of traffic on the proposed scheme, including the M9, and it is anticipated that this will result in some improvement to the operation of Newbridge roundabout by managing the flow of traffic towards the junction.





*General Overview of Comment:*

### **The southbound slip road at the M9 Spur should be two lanes wide**

**Repeated 2 times**

Ref No. RA5

*Response*

The slip road from the M9 Kirkliston Spur to the eastbound M9 at Junction 1a will be improved and will be two lanes wide. In conjunction with this improvement, the M9 will be widened between Junction 1a and Junction 1 at Newbridge junction to ensure that traffic flow will not be adversely affected along this section of the M9 due to the proposed scheme.

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*General Overview of Comment:*

### **Concern regarding congestion at Ferrytoll and South Queensferry junctions**

**Repeated 5 times**

Ref No. RA6

*Response*

Concerns regarding the operation of Ferrytoll Junction are covered in Repeated Comment RA3.

The junctions are being designed to accommodate the anticipated traffic flows, having regard to the capacity of the adjacent network, using a computerised traffic model to ensure that the junctions operate satisfactorily. This is an iterative process involving design, operational assessment and refinement of the junction designs until the layouts are finalised.

Implementation of Intelligent Transport Systems will manage the flow of traffic towards the junctions to ensure that the performance of the junctions is optimised.

The managed crossing strategy will provide dedicated public transport routes across the Firth of Forth and this will enable improved public transport measures to be implemented in the future to accommodate increased transport demand and limit the increase in the volume of traffic on the scheme and at the junctions.



*General Overview of Comment:*

## **Concern that the junctions appear complicated**

**Repeated 4 times**

Ref No. RA7

*Response*

Concerns regarding the operation of junctions to the north of the Firth of Forth are covered in Repeated Comment RA3. This comment also explains that the layout of Ferrytoll Junction has been further developed following the public consultations and it is considered that the developed junction design reduces the complexity of the junction layout. The slip roads which connect to the proposed scheme to the south also include public transport connections to the Forth Road Bridge. Appropriate signing will be used to ensure that drivers remain on the slip roads connecting to the replacement crossing, with public transport only directed to the Forth Road Bridge.

The new junction at South Queensferry has been further developed following the public exhibitions and the junction has been moved further west, connecting directly to the A904. This is further described under Repeated Comment RO14. This removes the additional link road and roundabout which was shown at the public exhibitions to connect the new South Queensferry Junction and Builyeon Road and simplifies the overall layout of the junction.



*General Overview of Comment:*

## **Slip roads / junction should be provided on the A904 west of South Queensferry**

**Repeated 9 times**

Ref No. RA8

*Response*

Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment RO14. In brief, the proposed junction at South Queensferry has been moved further west to connect directly to the A904. Slip roads will connect to the new crossing to the north and the A90 to the south.



*General Overview of Comment:*

## **East-facing slip roads should be provided at the M9 Spur/A90 interchange**

**Repeated 2 times**

Ref No. RA9

*Response*

Alternative options for the connecting roads which provided connections between the M9 Spur and the A90 to the east at Scotstoun were considered during the scheme development work carried out in 2008. This work is described in the Route Corridors Options Review and DMRB Stage 2 Corridor Report which are available on the project website [www.forthreplacementcrossing.info](http://www.forthreplacementcrossing.info). The appraisal of these options is provided in these reports. In brief, the options which provided this connectivity were discounted because the costs in economic, engineering and environmental terms were not considered to provide value for money in relation to the increase in level of service. The option selected for the connecting roads provides engineering, cost, environmental and sustainability benefits over the other options due to maximisation of existing infrastructure.

 *General Overview of Comment:*

**South Queensferry Junction should connect directly to Echline junction**

**Repeated 2 times**

Ref No. RA10

*Response*

Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment RO14. In brief, the proposed junction at South Queensferry has been moved further west to connect directly to the A904. Slip roads will connect to the new crossing to the north and the A90 to the south.

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 *General Overview of Comment:*

**Concern that Builyeon Road is being used to access South Queensferry Junction**

**Repeated 7 times**

Ref No. RA11

*Response*

Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment RO14. In brief, the proposed junction at South Queensferry has been moved further west to connect directly to the A904. Slip roads will connect to the new crossing to the north and the A90 to the south.

Traffic modelling indicates that the majority of traffic using the A904 travels from the west towards the existing A90 at Echline junction. Locating the new South Queensferry Junction to the west therefore removes this traffic from Builyeon Road. Some local traffic will now travel west along Builyeon Road to connect to the trunk road network but overall there is a beneficial impact on traffic levels on Builyeon Road. In addition, the provision of direct bus links onto the A90 at Echline will remove the need for public transport to travel from Echline roundabout along Builyeon Road.

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 *General Overview of Comment:*

**Junction 1a should be upgraded further to remove the loop slip road**

**Repeated 2 times**

Ref No. RA12

*Response*

Alternative options were considered at Junction 1a on the M9, including options which would remove the loop slip road. The layout proposed was selected as it would accommodate the future anticipated traffic flows, would result in less significant environmental impacts than other options and would be less costly.

The layout proposed for Junction 1a is based on layouts included in the Design Manual for Roads and Bridges and the junction has been designed in accordance with the standards contained in the DMRB.

In view of the above, it is not intended to amend the layout of Junction 1a from that currently proposed.



*General Overview of Comment:*

**Access to Echline should be provided**

**Repeated 2 times**

Ref No. RA13

*Response*

Access to Echline will be maintained from the A904 Builyleon Road and the B924 Bo'ness Road. At the time of the exhibitions, not all of the private accesses were shown on the proposed scheme plans. The further development of the scheme is being undertaken and this includes making provision for private accesses which would be affected by the proposed scheme.

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*General Overview of Comment:*

**A footpath / cycle lane should be provided for pedestrians on the new crossing**

**Repeated 7 times**

Ref No. RA14

*Response*

As part of the managed crossing strategy, pedestrians and cyclists will continue to use the Forth Road Bridge. No provisions for pedestrians and cyclists are included in the new crossing, except in emergency situations when pedestrians may access through the central reserve.

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*General Overview of Comment:*

**Pedestrian and cyclist access should be maintained between Rosyth, Ferrytoll and Inverkeithing**

**Repeated 5 times**

Ref No. RA15

*Response*

Pedestrian and cyclist access will be maintained between Rosyth, Ferrytoll and Inverkeithing. Specific pedestrian and cyclist crossing facilities will be included at Ferrytoll Junction. The roundabout will be traffic signal controlled with pedestrian and cyclist phases activated on an on-demand basis.

 *General Overview of Comment:*

## **Pedestrian and cyclist access should be maintained to the south west of South Queensferry**

**Repeated 13 times**

Ref No. RA16

*Response*

Pedestrian and cyclist access will be maintained to the south west of South Queensferry along the A904 Builyeon Road and the U221 Builyeon Road via dedicated footpath/cycleways through the relocated South Queensferry Junction. Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment RO14. In brief, the proposed junction at South Queensferry has been moved further west to connect directly to the A904. Slip roads will connect to the new crossing to the north and the A90 to the south. The roundabout at the junction will be traffic signal controlled with pedestrian and cyclist crossing facilities activated on an 'on-demand' basis.

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 *General Overview of Comment:*

## **Additional capacity should be provided in the new crossing**

**Repeated 6 times**

Ref No. RA17

*Response*

The Government has made a commitment that the Forth Replacement Crossing project will replace but not increase the road provision for general traffic across the Firth of Forth. It is not Government policy to provide for unconstrained growth in vehicle traffic. The use of Intelligent Transport Systems, improvements to junctions and the inclusion of hard shoulders and windshielding on the Forth Replacement Crossing will improve operational efficiency and improve traffic flow. The Forth Replacement Crossing strategy provides for additional travel demand through the provision of a dedicated corridor for public transport, pedestrians and cyclists – including the option for the introduction of Light Rapid Transit such as light rail, guided bus or trams – designed to encourage a switch to public transport. The Strategic Transport Projects Review (STPR) has identified a number of measures in the Forth area to allow for growth in travel through public transport initiatives such as Park and Ride.

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 *General Overview of Comment:*

## **Concern regarding the capacity of the new crossing to cope with future traffic flows**

**Repeated 13 times**

Ref No. RA18

*Response*

Concerns regarding the capacity provided on the new crossing are covered in Repeated Comment RA17.

 *General Overview of Comment:*

**Improvements / additional capacity should be provided between Admiralty and Masterton**

**Repeated 2 times**

Ref No. RA19

*Response*

Intelligent Transport Systems such as variable speed limits will be used to control the speed and flow of traffic on the main M90 carriageway and the flow of traffic merging from the slip roads. This will improve the operation of the existing and proposed roads on the M90 as far north as Halbeath Interchange.

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 *General Overview of Comment:*

**Concern that the scheme will result in traffic generation / induced traffic**

**Repeated 5 times**

Ref No. RA20

*Response*

The Forth Replacement Crossing scheme is not being designed to increase the road provision across the Firth of Forth which may be perceived to cause traffic generation or induced traffic. The Government has made a commitment that the Forth Replacement Crossing project will replace the road provision for general traffic on the Forth Road Bridge. It is not Government policy to provide for unconstrained growth in vehicle traffic. The use of Intelligent Transport Systems, improvements to junctions and the inclusion of hard shoulders on the Forth Replacement Crossing will improve operational efficiency, improve traffic flow and create a maintenance reserve. The Forth Replacement Crossing strategy provides for additional travel demand through the provision of a dedicated corridor for public transport, pedestrians and cyclists – including the option for the introduction of Light Rapid Transit such as light rail, guided bus or trams – designed to encourage a switch to public transport. The Strategic Transport Projects Review (STPR) has identified a number of measures in the Forth area to allow for growth in travel through public transport initiatives.



*General Overview of Comment:*

## **Concern that traffic patterns will change around South Queensferry making local trips less attractive**

**Repeated 6 times**

Ref No. RA21

*Response*

Concerns regarding the proposed use of Builyeon Road to access the new South Queensferry Junction are covered in Repeated Comment RA11. Further development of the proposed scheme has been undertaken at this location and this is also covered in Repeated Comment RO14.

The introduction of the scheme and the location of the junctions with local roads will change traffic patterns around South Queensferry with traffic wishing to access the proposed scheme travelling to the new South Queensferry Junction on the A904 to the west of the town. However, as explained under Repeated Comment RA11, the majority of traffic using the A904 travels from the west towards the existing A90 at Echline junction. Locating the new South Queensferry Junction to the west therefore removes this traffic from Builyeon Road with a beneficial impact occurring for South Queensferry. This will be partly offset by traffic from South Queensferry travelling along Builyeon Road to access the junction, but less traffic is predicted to travel in this direction and therefore an overall reduction in traffic on Builyeon Road between Echline roundabout and the new South Queensferry Junction is anticipated.

Whilst there will, therefore, be changes in traffic patterns, these are not anticipated to have a substantial adverse effect on local trips.



*General Overview of Comment:*

## **South Queensferry Junction should be moved eastwards**

**Repeated 4 times**

Ref No. RA22

*Response*

Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment RO14. In brief, the proposed junction at South Queensferry has been moved further west to connect directly to the A904.

It was not possible to move the new South Queensferry Junction further east as there are minimum distances between grade separated junctions specified in the Design Manual for Roads and Bridges and for safety reasons the junction could not be moved closer to the junction between the A90 and the M9 Kirkliston Spur at Scotstoun.



*General Overview of Comment:*

## **A roundabout is not required on the A904 at the Bo'ness Rd junction**

**Repeated 3 times**

Ref No. RA23

*Response*

Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment ROI4. In brief, the proposed junction at South Queensferry has been moved further west to connect directly to the A904.

The junction between the B924 Bo'ness Road and the A904 Builyeon Road has been redesigned to be a T-junction.

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*General Overview of Comment:*

## **Concern regarding the number of roundabouts at South Queensferry Junction**

**Repeated 3 times**

Ref No. RA24

*Response*

Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment ROI4. In brief, the proposed junction at South Queensferry has been moved further west to connect directly to the A904.

The revised junction design has enabled the roundabouts on Builyeon Road to be removed.

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*General Overview of Comment:*

## **Traffic from the west will continue to use the A904**

**Repeated 13 times**

Ref No. RA25

*Response*

The new slip roads at M9 Junction 1a will enable the M9 spur to become the main signposted route for traffic travelling between the new crossing and the M9. The A904 will remain an important regional road connection to the crossing. The junction on the proposed scheme at South Queensferry has been relocated to connect to the A904 to the west of the town (refer to Chapter 7 of this report). This will reduce the volume of traffic travelling along the A904 on Builyeon Road between the Bo'ness Road junction and Echline Roundabout.





*General Overview of Comment:*

## **Local road improvements for South Queensferry must be included in the scheme proposals**

**Repeated 3 times**

Ref No. RA26

*Response*

The objectives of the proposed scheme include to provide a replacement crossing of the Firth of Forth and the scheme has been designed in line with this. Local road improvements are included in the scheme proposals, but only insofar as they are required to provide access to the main carriageway at junctions along the route or be realigned to accommodate the proposed route.

Local road improvements are in general the responsibility of the relevant Local Authority and are only provided on major trunk road infrastructure projects in instances as described above.



*General Overview of Comment:*

## **Maintain A90 connection to existing bridge**

**Repeated 6 times**

Ref No. RA27

*Response*

The proposed scheme will maintain access to the Forth Road Bridge for public transport as part of the managed crossing strategy for the project. Other traffic, including local traffic, will use the new crossing.

Concerns regarding the capacity of the new crossing are covered in Repeated Comments RA17 and RA18.

General road traffic would only be permitted to use the Forth Road Bridge in emergency circumstances and only if directed by the police.



*General Overview of Comment:*

## **Traffic calming measures should be provided**

**Repeated 3 times**

Ref No. RA28

*Response*

Concerns regarding effects on local trips are covered in Repeated Comment RA21 and concerns regarding local road improvements are covered in Repeated Comment RA26.

Similarly to local road improvements, traffic calming is considered to the responsibility of the relevant Local Authority, unless it was necessary to maintain local access or provide access to the proposed scheme. As with local road improvements, traffic calming would only be provided on major trunk road infrastructure projects in instances as described above.

 *General Overview of Comment:*

## **Concern regarding local access due to increased traffic flows**

**Repeated 12 times**

Ref No. RA29

*Response*

The junctions on the proposed scheme are being designed to accommodate the anticipated traffic flows, having regard to the capacity of the adjacent network and taking account of the requirement not to cause additional congestion at adjacent local road junctions and accesses. Local access is being catered for, where possible, by separating local and strategic junctions, for example by realigning the B981 away from the Ferrytoll Junction to improve local east-west movement. The scheme amendments at Ferrytoll Junction and South Queensferry Junction described in Chapter 7 of this report provide improved local access. Opportunities to further improve travel choice and accessibility will be provided through the provision of a dedicated corridor for public transport, pedestrians and cyclists.

 *General Overview of Comment:*

## **Improve cycle lanes leading to the existing bridge**

**Repeated 4 times**

Ref No. RA30

*Response*

Access to the Forth Road Bridge is currently the responsibility of FETA and the Local Authorities. The proposed scheme includes remodelling the approaches to the Forth Road Bridge from the north to maintain access for both public transport and non-vehicular traffic, and this will include making adequate provision for cyclists in accordance with current design guidance.

The proposed scheme will not prevent FETA or the relevant local authority from improving cycle access to the Forth Road Bridge from the south.

 *General Overview of Comment:*

**Concern regarding delay to public transport due to the layout and number of roundabouts at South Queensferry junction**

**Repeated 3 times**

Ref No. RP1

*Response*

Further development of the proposed scheme has been undertaken at South Queensferry following the public exhibitions and this is covered in Repeated Comment RO14. In brief, the proposed junction at South Queensferry has been moved further west to connect directly to the A904.

In conjunction with this change to the design of the proposed scheme, new public transport links will be provided at Echline to provide improved public transport linkages between the Forth Road Bridge, South Queensferry and the A90.

The above measures remove the need for public transport to travel around several roundabouts to access the A90 as shown at the public exhibitions in January 2009.

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 *General Overview of Comment:*

**Direct access for buses should be provided to/from the A90 at South Queensferry**

**Repeated 15 times**

Ref No. RP2

*Response*

Concerns regarding access for buses are covered in Repeated Comment RP1.

Direct access to the A90 to travel towards Edinburgh will be provided from the eastbound A90 slip road at Echline Junction. Public transport travelling from Edinburgh from the east will be able to access the South Queensferry and the Forth Road Bridge via a direct bus link which will connect to the A8000.

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 *General Overview of Comment:*

**Concern regarding provision of Park and Ride at South Queensferry**

**Repeated 19 times**

Ref No. RP3

*Response*

Park and Ride facilities at South Queensferry are not being specifically promoted within the proposed Forth Replacement Crossing Bill. However, opportunities presented by the Forth Replacement Crossing to maximise public transport provision are being developed in parallel with the scheme. Discussions and consultations on these future opportunities, including Park and Ride sites, are ongoing with the community, bus companies, Local Authorities and SESTran (the regional transport partnership).



*General Overview of Comment:*

## **Park and Ride should be provided/developed at Halbeath and Rosyth**

**Repeated 2 times**

Ref No. RP4

*Response*

New Park and Ride facilities are not being provided as part of the project, but the managed crossing strategy and Intelligent Transport Systems proposed on the scheme will create favourable conditions for additional Park and Ride sites which may be provided in the future.

The managed crossing strategy will create a dedicated corridor for public transport, pedestrians and cyclists on the Forth Road Bridge. Together with the new public transport links at Echline described under Repeated Comments RP1 and RP2, the managed crossing strategy will contribute to an enhanced level of service for public transport and increase the attractiveness of enhanced existing or additional Park and Ride facilities.

Intelligent Transport Systems will be provided on the M90 as far north as Halbeath Interchange. Measures such as variable speed limits will be provided as part of the scheme to control the speed of traffic on the main M90 carriageway and the flow of traffic merging from the slip roads. The ITS proposals will manage and improve the flow of traffic on the network and reduce congestion, improving the operation of the existing and proposed roads on the M90 as far north as Halbeath Interchange for the benefit of all traffic, including public transport.



*General Overview of Comment:*

## **Concern that Park and Ride at Echline will cause pollution affecting Dundas Home Farm**

**Repeated 6 times**

Ref No. RP5

*Response*

Concerns regarding the provision of Park and Ride at South Queensferry are covered in Repeated Comment RP3.



*General Overview of Comment:*

## **Park and Ride is not viable and will benefit only a few people**

**Repeated 4 times**

Ref No. RP6

*Response*

An example of the beneficial effect of Park and Ride includes the successful operation of Ferrytoll Park and Ride, which demonstrates that Park and Ride is viable and of benefit to users, whether accessing Ferrytoll by car, bus, bike or on foot. The development of strategic Park and Ride sites around the network is part of the Government's strategy following their consideration of the Strategic Transport Projects Review (STPR).



*General Overview of Comment:*

**Park and Ride should be provided on the south side of the existing bridge**

**Repeated 3 times**

Ref No. RP7

*Response*

Concerns regarding Park and Ride are covered in Repeated Comments RP3, RP5 and RP6.

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*General Overview of Comment:*

**Light Rapid Transit should be provided on the existing bridge as soon as possible**

**Repeated 2 times**

Ref No. RP9

*Response*

The managed crossing strategy was developed following assessment of the potential future use of the Forth Road Bridge. This indicated that the bridge could be adapted for multi-modal use, including future tram or light rail use. This managed crossing strategy is being taken forward on this basis although the future multi-modal infrastructure will not be provided as part of the proposed scheme.

A Light Rapid Transit system between Edinburgh and Fife is one of the 29 projects being proposed as part of the Strategic Transport Projects Review which has identified projects for the period 2012 onwards. The STPR recommendations will be considered in future Government spending reviews and a programme for delivering the measures will develop from this.

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*General Overview of Comment:*

**Public transport will be under used**

**Repeated 3 times**

Ref No. RP10

*Response*

Concerns regarding use of public transport are covered in Repeated Comment RP6. As explained, the development of strategic Park and Ride sites around the network is part of the Government's strategy following their consideration of the Strategic Transport Projects Review (STPR) and implementation of this strategy will increase use of public transport in the future.



*General Overview of Comment:*

## **Public transport should be improved**

**Repeated 6 times**

Ref No. RP11

*Response*

Concerns regarding use of public transport are covered in Repeated Comment RP6. As explained, the managed crossing strategy will facilitate provision of improved public transport although this will not be provided as part of the project. Improving public transport services is the responsibility of organisations such as rail operators, bus companies, Transport Initiatives Edinburgh and SESTran, and the strategy for the project presents a significant opportunity for these organisations to improve public transport facilities and services to increase use of public transport.

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*General Overview of Comment:*

## **Concern that Light Rapid Transit and other public transport improvements will not be implemented and a commitment and plan for public transport development needs to be put in place**

**Repeated 13 times**

Ref No. RP12

*Response*

Concerns regarding improving public transport are covered in Repeated Comments RP9 and RP11. Plans for the development of Light Rapid Transit, such as light rail, guided bus or trams, and other public transport improvements will require to be developed.

Transport Scotland is in discussion with public transport providers to ensure that the strategy for future public transport improvements is aligned.

A Light Rapid Transit system between Edinburgh and Fife is one of the 29 projects being proposed as part of the Strategic Transport Projects Review which has identified projects for the period 2012 onwards. The STPR recommendations will be considered in future Government spending reviews and a programme for delivering the measures will develop from this.

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*General Overview of Comment:*

## **Query regarding the current levels of public transport and taxis on the existing bridge**

**Repeated 2 times**

Ref No. RP13

*Response*

Information regarding the number of taxis which use the Forth Road Bridge is not available as the traffic survey data which has been collected for this project does not separately identify this type of vehicle. There are currently approximately 400 scheduled bus services per day which cross the Forth Road Bridge.



*General Overview of Comment:*

## **Query regarding how access will be provided for Light Rapid Transit and whether land is being safeguarded for this**

**Repeated 2 times**

Ref No. RP14

*Response*

Concerns regarding provision of multi-modal transport facilities are covered in Repeated Comment RP9. The managed crossing strategy was developed following assessment of the potential future use of the Forth Road Bridge and this indicated that the bridge could be adapted for multi-modal use, including future tram or light rail use. The managed crossing strategy is being taken forward on this basis although the future multi-modal infrastructure will not be provided as part of the proposed scheme.

Land is not being safeguarded for future Light Rapid Transit infrastructure although the hard shoulders of the new crossing will be capable of being adapted to multi-modal use should this be required in the future. The ability to convert existing infrastructure or provide new infrastructure for multi-modal use in the future will not be affected by the scheme. Land can be identified within the relevant local plans for transport infrastructure if it is considered that new infrastructure is required for the provision of multi-modal transport services, but this would require to be based on planning and development undertaken in the future.



*General Overview of Comment:*

## **Concern at the lack of rail improvements in the project**

**Repeated 2 times**

Ref No. RP15

*Response*

Concerns regarding public transport and rail provision are covered in Repeated Comments RP6 and RP9.

In relation to heavy rail, the Forth Bridge and the rail network associated with it can still be significantly improved to increase capacity and services and there is no case for including heavy rail in the new crossing. Coal trains have been removed from the Forth Bridge by redirecting them via the new Stirling-Alloa-Kincardine line which opened in 2008, creating capacity for more passenger trains. Longer passenger trains and improved signalling will also increase the frequency and capacity of the existing rail bridge. Work on some of these measures is already under way.



*General Overview of Comment:*

## **Rail improvements should be provided**

**Repeated 3 times**

Ref No. RP16

*Response*

Concerns regarding public transport and rail provision are covered in Repeated Comments RP6, RP9 and RP15.



*General Overview of Comment:*

**Concern regarding local bus services/improvements required to bus services and infrastructure**

**Repeated 6 times**

Ref No. RP17

*Response*

Concerns regarding public transport are covered in Repeated Comments RP6 and RP9.

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*General Overview of Comment:*

**Concern regarding general impact during construction such as noise, vibration and dust**

**Repeated 33 times**

Ref No. RC1

*Response*

The assessment of potential impacts during construction is an important part of the environmental impact assessment currently being undertaken. This assessment also includes defining mitigation to be put in place during construction and the impact assessment and mitigation to be provided will be described in an Environmental Statement to be published with the Parliamentary Bill later in 2009. Typical examples of mitigation that can be employed and are being considered include:

- Noise – setting maximum permitted noise levels during construction, provision of noise mitigation such as barriers and use of construction plans with low-noise power outputs and compressors to reduce noise.
- Vibration – setting maximum permitted vibration limits
- Dust – setting requirements for watering haul roads to minimise dust creation, cleaning vehicle wheels to minimise spread of soils and dust on public roads and using water sprays to dampen excavations to limit dust generation.

As explained above, mitigation measures will be developed and will be described in an Environmental Statement. Specific requirements to be complied with during construction will also be included in the construction contract documents. Consultation will also be undertaken with the relevant Local Authorities to set permitted noise vibration levels.

The requirement to keep environmental impacts to the minimum practicable and the approaches to be taken to mitigate construction impacts will be set out in a Code of Construction Practice which will be submitted with the Parliamentary Bill. Development of the code will include consultation with the relevant Local Authorities on the above and other construction-related issues.

The Contractor will have to develop detailed construction approaches and methodologies to comply with the requirements of the Code of Construction Practice.





*General Overview of Comment:*

## **Construction impacts will make selling property more difficult / impossible**

**Repeated 2 times**

Ref No. RC2

*Response*

Concerns regarding impacts due to noise, vibration and dust during construction are covered in Repeated Comment RC1.

Those people who believe that they are affected by the scheme may wish to take legal advice as to the appropriate course of action in respect of their interests. Transport Scotland intends to publish a guide to the compensation process in Summer 2009 and this will include guidance regarding the compensation process relating to impacts during construction.

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*General Overview of Comment:*

## **Concern regarding traffic disruption during construction**

**Repeated 15 times**

Ref No. RC3

*Response*

The approaches to be taken to mitigate construction impacts will be set out in a Code of Construction Practice which will be submitted with the Parliamentary Bill. Development of the code will include consultation with the relevant Local Authorities on construction traffic issues. Specific requirements to be complied with during construction will also be included in the construction contract documents.

With regards to managing access and traffic during the construction period, specific requirements will be set out with regards to the following:

- Location of site access points
- Roads permitted to be used by the contractor for access to the construction site, for both construction traffic and materials delivery
- Requirements for haul roads to be used during construction of the period to reduce the number of access points on the local road network
- Requirements for temporary traffic management including setting minimum number and widths of lanes to be maintained on public roads
- Requirements to maintain access for the public through maintaining existing access routes or providing suitable temporary diversions.

Intelligent Transport Systems will be provided as part of the proposed scheme and it is intended that these will also be in place during the construction period to manage and improve the flow of traffic on the network and reduce congestion.

The Contractor will have to develop detailed construction approaches and methodologies to comply with the requirements of the Code of Construction Practice.



*General Overview of Comment:*

## **Concern regarding vehicle access and siting of heavy construction equipment**

**Repeated 10 times**

Ref No. RC4

*Response*

Concerns regarding traffic disruption and vehicle access during construction are covered in Repeated Comment RC3. Concerns regarding the location of site offices and compounds are covered in Repeated Comment RC7.

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*General Overview of Comment:*

## **Concern regarding congestion at Ferrytoll during construction**

**Repeated 3 times**

Ref No. RC5

*Response*

Concerns regarding access, traffic disruption and traffic management are covered in Repeated Comment RC3.

As explained under Repeated Comment RC3, one of the measures that will be included in the construction contract documents will be the need to maintain a specific number and width of lanes at each location and this will be used to ensure that construction works at Ferrytoll Junction are planned to keep disruption and congestion to the minimum practicable. Also, as explained under Repeated Comment RA6, the junctions on the proposed scheme have been developed using a computerised traffic model. In a similar manner, the contractor can use this model to design and assess the adequacy of the traffic management measures to be put in place during construction works.

Changes to the design of Ferrytoll Junction have been made following consideration of feedback from the exhibitions. Castlandhill Road and the B981 to North Queensferry will be kept separate from the gyratory at Ferrytoll Junction and this will help provide more reliable, simpler and safer access for local traffic travelling to and from North Queensferry both during and after construction of the crossing.

 *General Overview of Comment:*

**Request that local residents are advised regarding traffic management and diversions during the construction period**

**Repeated 2 times**

Ref No. RC6

*Response*

Concerns regarding access, traffic disruption and traffic management are covered in Repeated Comment RC3.

One of the construction requirements that will be set out in the Code of Construction Practice includes community engagement and public liaison during the construction period. The contractor will be required to implement an effective community engagement and public liaison strategy. The requirements for the strategy are currently being developed but could include, for example:

- Public notification of planned traffic management works
- Notification of residents adjacent to the construction site of works planned to be undertaken
- Maintaining an information centre, producing newsletters and providing details of planned works for the project website
- Operating an effective enquiries and complaints procedure.

The Contractor will have to develop detailed construction approaches and methodologies to comply with the requirements of the Code of Construction Practice.

 *General Overview of Comment:*

**Request for clarification regarding the siting of site offices / works compounds**

**Repeated 7 times**

Ref No. RC7

*Response*

Consideration is currently being given to the location of site offices and compounds at the new crossing and southern network connections, the northern network connections and the improvements on the M9 including Junction 1a. Effective execution, management and supervision of the construction works requires offices and compounds to be located close to the construction works and, in line with this, the following locations are being considered:

- New crossing and southern network connections – Echline fields
- Northern network connections – to the north of Dunfermline Waste Water Treatment Works
- M9 – to the north west of Junction 1a.

Site offices and compounds are being considered in the environmental impact assessment currently being undertaken and this includes consideration of mitigation necessary to reduce adverse impacts associated with the provision and operation of the facilities. This will be described in an Environmental Statement published with the Parliamentary Bill later in 2009.

Specific requirements to be complied with for site offices and compounds will also be included in the construction contract documents and in the Code of Construction Practice. The Code of Construction Practice will set out the approach to be taken by the contractor to keep environmental impacts to the minimum practicable and to mitigate construction impacts. Development of the code will include consultation with the relevant Local Authorities on the above and other construction related issues.

The Contractor will have to develop detailed construction approaches and methodologies to comply with the requirements of the Code of Construction Practice.

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 *General Overview of Comment:*

## **Concern regarding use of Shore Road and Society Road for access during construction**

**Repeated 7 times**

Ref No. RC8

*Response*

Concerns regarding access, traffic disruption and traffic management are covered in Repeated Comment RC3. As explained under Repeated Comment RC3, restrictions on the use of public roads will be placed on the contractor through the construction contract documents and Code of Construction Practice. However, Transport Scotland does not intend to allow construction access via the main residential areas of Shore Road or Society Road. Consultation will be undertaken with the relevant Local Authorities to set out which roads are permitted to be used to access the construction site. Plans for a temporary haul road in Echline field were shown at the exhibition and it is proposed that this will connect with Society Road to the west of the residential area to provide access to the construction works associated with the new bridge.

---

 *General Overview of Comment:*

## **Concern regarding length of construction period**

**Repeated 4 times**

Ref No. RC9

*Response*

The approximate 5½-year construction period for the overall project is based on the length of time required to construct the bridge crossing. The road network connections are not anticipated to take as long as this.



*General Overview of Comment:*

### **Concern regarding evening / night-time working**

**Repeated 3 times**

Ref No. RC10

*Response*

The Code of Construction Practice will define permitted working hours for the construction works. This will be developed in consultation with the relevant Local Authorities and will be published with the Parliamentary Bill later in 2009.

The majority of the road works and elements of the new crossing will be constructed during normal site hours and the contractor will be required to adhere to these as far as reasonably practicable.

Certain operations are either seasonally dependent or significantly constrained by the nature of the works being undertaken, and in these instances the Contractor may seek to extend the normal working hours or days, as is customary in the construction industry. Any requests made by the contractor to work outside the normal site hours will be reviewed on a case-by-case basis.

Overnight working will be required at times on some parts of the project including elements of the bridge crossing. Details regarding the parts of the project that will require overnight working are currently being reviewed and this will be discussed with the relevant Local Authorities to enable appropriate restrictions to be included within the Code of Construction Practice.



*General Overview of Comment:*

### **Concern regarding strength / durability of new crossing**

**Repeated 3 times**

Ref No. RO1

*Response*

The new crossing will have a 120-year design life in line with current standards. During this period, maintenance of the bridge will be undertaken to maintain the operational performance of the bridge. The bridge form facilitates maintenance activities associated with the cables, should this be necessary in the future, as these can be individually replaced without affecting the load-carrying capacity of the bridge.



*General Overview of Comment:*

### **Positive comments regarding the bridge design**

**Repeated 8 times**

Ref No. RO2

*Response*

Positive comments regarding the elegant design of the proposed bridge are noted.



*General Overview of Comment:*

## **Concern that windshielding will not be effective / basis of windshielding design**

**Repeated 8 times**

Ref No. RO3

*Response*

Windshielding is common on major estuarial or river crossings and the new crossing is being designed to accommodate windshielding. The windshielding for the new crossing will be designed specifically for the bridge taking account of local conditions. Wind tunnel testing will be undertaken which will assess the design of the bridge taking account of the prevailing wind conditions at the Firth of Forth. This will be used to develop the detailed design of the bridge, including windshielding.

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*General Overview of Comment:*

## **Concern regarding impact on property values, blight and compensation**

**Repeated 17 times**

Ref No. RO4

*Response*

Compensation is a complex issue and those people who believe that they are affected by the scheme may wish to take legal advice as to the appropriate course of action in respect of their interests. Transport Scotland intends to publish a guide to the compensation process in Summer 2009.

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*General Overview of Comment:*

## **Concern regarding impacts during construction and what compensation will be provided**

**Repeated 2 times**

Ref No. RO5

*Response*

Concerns regarding impacts during construction are covered in Repeated Comment RC1.

Compensation is a complex issue and those people who believe that they are affected by the scheme may wish to take legal advice as to the appropriate course of action in respect of their interests. Transport Scotland intends to publish a guide to the compensation process in Summer 2009.

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*General Overview of Comment:*

## **Request for information regarding compensation**

**Repeated 5 times**

Ref No. RO6

*Response*

Compensation is a complex issue and those people who believe that they are affected by the scheme may wish to take legal advice as to the appropriate course of action in respect of their interests.

 *General Overview of Comment:*

**Concern regarding the length of time it is taking to complete the scheme / proceed as soon as possible**

**Repeated 6 times**

Ref No. RO7

*Response*

The planning and development stages of major projects are essential parts of the provision of new infrastructure such as roads and bridges. The uncertainty regarding the existing bridge is a major factor considered in setting the target opening year for the proposed scheme and the programme for the planning and development stages which are being progressed as quickly as possible. There are many activities that need to be undertaken at this stage in addition to the design of the proposed scheme, including environmental surveys and assessment which are used to inform the design of the proposed scheme; preparation of an Environmental Statement; completion of the statutory procedures and construction procurement. The project is on schedule to start construction in 2011 and take 5 ½ years to complete, opening in 2016.

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 *General Overview of Comment:*

**A tunnel should be provided instead of the bridge crossing**

**Repeated 21 times**

Ref No. RO8

*Response*

Tunnel options were considered as part of the Forth Replacement Crossing Study. The cable-stayed bridge in “Corridor D”, the currently proposed corridor, was selected following consideration of the options in this study for the reasons stated by the Cabinet Secretary for Finance and Sustainable Growth in his statement on 19 December 2007. The news release relating to the announcement is available on the project website ([www.forthreplacementcrossing.info](http://www.forthreplacementcrossing.info)) and the full announcement can be viewed on the internet at <http://www.scottish.parliament.uk/business/officialReports/meetingsParliament/or-07/sor1219-02.htm#Col4548>.

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 *General Overview of Comment:*

**The scheme is not justified based on the condition of the existing bridge and proportion of Heavy Goods Vehicles using the bridge**

**Repeated 17 times**

Ref No. RO9

*Response*

Despite significant investment and maintenance over its lifetime, including recent dehumidification works, there remains uncertainty regarding the future condition of the Forth Road Bridge and its suitability as the long-term main crossing of the Firth of Forth. The effectiveness or otherwise of the dehumidification works will not be known until 2012. The Cabinet Secretary for Finance and Sustainable Growth stated on 19 December 2007: “Doing nothing is not an option. Work is required now to protect this crucial link in Scotland’s transport network and to minimise the risk from the existing bridge not being available.” The project is being taken forward against this background of uncertainty and in line with the statement made by the Cabinet Secretary.



*General Overview of Comment:*

**The Edinburgh Tram project should be cancelled and funds used to provide the new crossing**

**Repeated 2 times**

Ref No. RO10

*Response*

The Scottish Government has stated that funding for the Forth Replacement Crossing is in place and there is no need to cancel other projects to fund the proposed scheme.

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*General Overview of Comment:*

**Concern regarding impact on strategic utilities infrastructure**

**Repeated 2 times**

Ref No. RO11

*Response*

Transport Scotland is liaising with organisations who own public utilities or other strategic infrastructure to ensure that measures are put in place to accommodate any apparatus which may be crossed or affected by the proposed scheme. This is being undertaken in line with the normal procedures followed on road schemes set out in the New Roads and Street Works Act 1991.

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*General Overview of Comment:*

**Expressions of support for the proposals**

**Repeated 6 times**

Ref No. RO12

*Response*

Expressions of support and positive comments regarding the proposed scheme are noted.

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*General Overview of Comment:*

**Developed plans of the South Queensferry area are requested so that meaningful discussions regarding mitigation can take place**

**Repeated 5 times**

Ref No. RO13

*Response*

Concerns regarding the overall impact on South Queensferry are covered in Repeated Comment RE6. Further development of the proposed scheme has been undertaken at this location and this is covered in Repeated Comment RO14. Transport Scotland's commitment to consultation and engagement is outlined in the *Engaging with Communities* document and a sustained programme of consultation has taken place since December 2007 using a variety of methods. Further consultation is also being undertaken with landowners and communities adjacent to the scheme to ensure that specific concerns are identified and considered in the development of the scheme and mitigation to be provided.





*General Overview of Comment:*

## **Concern regarding the line and elevation of the route to the south of South Queensferry**

**Repeated 17 times**

Ref No. RO14

*Response*

Concerns regarding the overall impact on South Queensferry are covered in Repeated Comment RE6.

Further development of the proposed scheme has been undertaken at this location with the proposed junction at South Queensferry moved further west to connect directly to the A904 Builyeon Road at the western edge of the town. The new junction location provides direct access to and from the A904 immediately south of the replacement crossing. The A90 will remain in cutting below the level of the A904 as indicated in earlier designs. The roundabout will be positioned at ground level connecting to the A904. This arrangement provides more direct access onto the trunk road network for the majority of local traffic. It eliminates the need for an additional roundabout on the A904 Builyeon Road and reduces the level of traffic on Builyeon Road.

Moving the junction to the west has allowed a solution to be engineered which substantially lowers the height of the road as it passes south of South Queensferry. The embankment carrying the road has been capable of being lowered by up to 6m in this area, substantially reducing the visual impact of the road on the landscape and properties.



*General Overview of Comment:*

## **The route should be lowered near Inchgarvie House**

**Repeated 2 times**

Ref No. RO15

*Response*

The proposed route is in cutting to the south of Inchgarvie House but the ground falls steeply towards Society Road and the Firth of Forth to the north. The proposed route must cross over Society Road so that access along this road can be maintained. The topography of the area and the alignment required for the proposed route to cross over Society Road causes the route to be above ground as it passes Inchgarvie House. Rather than being on embankment at this location, the route will be on an elevated bridge which will continue across Society Road to connect to the new crossing.



*General Overview of Comment:*

## **The scheme must be delivered on time and on budget**

**Repeated 2 times**

Ref No. RO16

*Response*

Concerns regarding the programme for completion of the proposed scheme are covered in Repeated Comment RO7.

Concerns regarding funding are covered in Repeated Comment RO10. The estimated costs include allowances for risk and optimism bias and Transport Scotland is confident that the final cost of the proposed scheme will lie within the £1.7 billion to £2.3 billion figures currently forecast.

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*General Overview of Comment:*

## **Concern that plans/photomontages of Ferrytoll Junction should have been made available to enable informed suggestions to be provided**

**Repeated 4 times**

Ref No. RO17

*Response*

Plans and photomontages of the proposed scheme were displayed at the public exhibitions and are available on the project website [www.forthreplacementcrossing.info](http://www.forthreplacementcrossing.info). This information provided an opportunity for the public to view the proposals. Representatives of Transport Scotland were also available at the exhibitions to provide information and respond to questions the public may have regarding the scheme. The feedback process which ran until 23 February 2009 provided an opportunity for the public to comment on the proposals and comments received are being considered by the project team. Consultations have also been held with local representative groups including the community councils regarding the proposals and this has provided additional opportunities for comments regarding the proposed scheme to be passed to the project team for consideration.

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*General Overview of Comment:*

## **Concern regarding inaccurate images being on display at exhibitions**

**Repeated 21 times**

Ref No. RO18

*Response*

The plans and photomontages on display at the exhibitions were the most up-to-date plans that were available. As explained at the exhibitions, these were indicative designs as development was continuing at a rapid pace at that time. The South Queensferry Junction was moved westwards by approximately 200m shortly prior to the exhibitions and after the production of the corresponding photo montage. As a result, this particular photo montage did not exactly reflect the plan. Following the exhibition, based on feedback, the South Queensferry Junction was again relocated further west to connect with the A904. New photomontages have recently been produced for the amended South Queensferry Junction and are available on the project website, as contained in Chapter 7.



*General Overview of Comment:*

**Concern regarding lack of consultation with residents of Dundas Home Farm**

**Repeated 19 times**

Ref No. RO19

*Response*

Transport Scotland's commitment to consultation and engagement is outlined in the *Engaging with Communities* document published in September 2008, and a sustained programme of consultation has taken place since December 2007 using a variety of methods. Further consultation is also being undertaken with landowners and communities adjacent to the scheme to ensure that specific concerns are identified and considered in the development of the scheme.

During the public information exhibitions, a number of residents of Dundas Home Farm were identified whose details had not been uncovered through title deed searches carried out in 2008. Transport Scotland is now consulting with this group and the wider group of residents via correspondence and meetings. The revised South Queensferry junction strategy has had regard to the feedback from these residents.



*General Overview of Comment:*

**Concern regarding effectiveness/validity of consultation process/that views will be considered and feedback provided**

**Repeated 19 times**

Ref No. RO20

*Response*

Transport Scotland's commitment to consultation and engagement is outlined in the *Engaging with Communities* document published in September 2008, and a sustained programme of consultation has taken place since December 2007 using a variety of methods. Feedback received from stakeholders during this period has been recorded by the team and considered as part of the development process. This report documents how feedback received from one particular consultation activity, the Public Information Exhibitions, has been / is being taken on board.

 *General Overview of Comment:*

**Information requested regarding why the proposals have changed from those consulted upon in August 2008 (Corridor D). Explanation sought as to why those who would be affected were not consulted**

**Repeated 16 times**

Ref No. RO21

*Response*

Consultations were held in August 2007 as part of the Forth Replacement Crossing Study. These consultations presented alternative options being considered for the new crossing including the corridor and form of crossing. The outcome of the study was that a cable-stayed bridge within “Corridor D” was selected. The plans on display also showed an indicative line for the road network connections with each option. The lines shown were purely illustrative and alternative options have been considered as part of the ongoing development of the scheme, in line with the normal procedures contained in the Design Manual for Roads and Bridges.

A number of alternative options for the network connections were considered as part of the work undertaken during 2008. The preferred corridor for the network connections was selected as it would provide engineering, cost, environmental and sustainability benefits associated with maximising the use of existing road infrastructure. Further information is provided in the DMRB Stage 2 Corridor Report and the Managed Crossing Scheme – Scheme Definition Report which are available on the Studies & Reports section on the project website, [www.forthreplacementcrossing.info](http://www.forthreplacementcrossing.info).

Comments regarding the consultation process are covered in Repeated Comments RO19 and RO20.

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 *General Overview of Comment:*

**A direct link should be provided to the M9**

**Repeated 12 times**

Ref No. RO22

*Response*

A number of alternative options for the network connections were considered as part of the work undertaken during 2008 and these included options providing a more direct link between the new crossing and the M9. These options were discounted in favour of the proposed scheme which demonstrated engineering, cost, environmental and sustainability benefits associated with maximising the use of existing road infrastructure. Further information is provided in the DMRB Stage 2 Corridor Report and the Managed Crossing Scheme – Scheme Definition Report which are available on the Studies & Reports section on the project website, [www.forthreplacementcrossing.info](http://www.forthreplacementcrossing.info).

 *General Overview of Comment:*

**Lack of detail compromises ability to provide feedback in an informed and meaningful way. Transport Scotland has been unavailable to meet with landowners which conflicts with statements that landowners would be consulted**

**Repeated 6 times**

Ref No. RO23

*Response*

Concerns regarding the level of detail shown at the public exhibitions relating to environmental mitigation are covered in Repeated Comment RE20.

Transport Scotland's commitment to consultation and engagement is outlined in the *Engaging with Communities* document and a sustained programme of consultation has taken place since December 2007 using a variety of methods. Feedback received from stakeholders during this period has been recorded by the team and considered as part of the development process. This report documents how feedback received from one particular consultation activity, the Public Information Exhibitions, has been / is being taken on board. Further consultation is also being undertaken with landowners and communities adjacent to the scheme to ensure that specific concerns are identified and considered in the development of the scheme.

 *General Overview of Comment:*

**Concern/clarification requested regarding tolls**

**Repeated 4 times**

Ref No. RO24

*Response*

The Scottish Government has stated that the new crossing will not be tolled.

 *General Overview of Comment:*

**Concern regarding lack of knowledge of Dundas Home Farm at exhibitions**

**Repeated 4 times**

Ref No. RO25

*Response*

Consultations and title searches were undertaken during 2008 to identify landowners covering the areas adjacent to the route corridor options being considered for the connecting roads.

During the public information exhibitions a number of residents of Dundas Home Farm were identified whose details had not been uncovered through title deed searches carried out in 2008. Transport Scotland is now consulting with this group of residents via correspondence and meetings.



*General Overview of Comment:*

## **The existing bridge should be retained for use during emergency/abnormal conditions**

**Repeated 6 times**

Ref No. RO26

*Response*

The existing bridge will become a dedicated corridor for public transport, pedestrians and cyclists following completion of the new crossing. If emergency or abnormal conditions arise that prevent use of the new crossing it is possible, depending on the condition of the existing bridge, that the police may direct traffic to use the existing bridge. Such use would only be as directed by the police under extreme conditions.

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*General Overview of Comment:*

## **Concern regarding underutilisation of existing bridge**

**Repeated 7 times**

Ref No. RO27

*Response*

The existing bridge will operate as part of the managed crossing strategy proposed for the project. The strategy will provide a significant benefit to public transport compared to the existing situation to cater for future cross-Forth travel and the existing bridge provides a corridor for a future multi-modal public transport facility.

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*General Overview of Comment:*

## **General criticism or objection to scheme**

**Repeated 9 times**

Ref No. RO28

*Response*

The parliamentary process will provide an opportunity for those who are opposed to the proposed scheme to make formal objections to the scheme which will be considered by Parliament. It is anticipated that the parliamentary procedure to be followed will be made known by Parliament in the summer.

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*General Overview of Comment:*

## **Future responsibility for the strategic road network/maintenance of the new crossing queried**

**Repeated 3 times**

Ref No. RO29

*Response*

Transport Scotland will be responsible for the operation and maintenance of the new crossing in line with its responsibilities to maintain the trunk road network.

 *General Overview of Comment:*

**Council tax banding should be reviewed due to impact on property value**

**Repeated 3 times**

Ref No. RO30

*Response*

Council tax is a matter for Local Authorities to consider and any representations regarding future council tax banding should be made to the relevant council.

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 *General Overview of Comment:*

**Positive comments regarding exhibitions**

**Repeated 9 times**

Ref No. RO31

*Response*

Comments regarding the quality of the exhibition material and helpfulness of staff at the exhibitions held in January 2009 are noted.

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 *General Overview of Comment:*

**Concern information is being withheld/inaccurate information being provided**

**Repeated 2 times**

Ref No. RO32

*Response*

Transport Scotland is being open and honest regarding the project. No information is being withheld and there are mechanisms in place which the public can use to obtain information regarding the project. Transport Scotland is providing information through the consultation and engagement process described in this report on a proactive basis.

Concerns regarding images which were on display at the public exhibitions are covered in Repeated Comment RO18.

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 *General Overview of Comment:*

**Concern regarding quality of staffing at exhibitions and responses provided to questions**

**Repeated 6 times**

Ref No. RO33

*Response*

Transport Scotland and their representatives were available at the public exhibitions to respond to questions from the public. Whilst every effort was made to provide answers to queries that were made, it was acknowledged that it may not be possible to do so and a process was in place whereby questions which were not able to be answered could be noted and responses provided to those questions which could not be answered at the time.

 *General Overview of Comment:*

**Concern regarding location of maintenance facilities for the new crossing**

**Repeated 3 times**

Ref No. RO34

*Response*

A small facility will be provided at the south abutment of the new crossing for storage of vehicles required for the maintenance of the new crossing together with some accommodation facilities for maintenance workers which will be housed within the south abutment itself. The facilities will be significantly smaller than those used by FETA at the existing bridge. The effects of these facilities will be assessed in an Environmental Statement to be published later in 2009.

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 *General Overview of Comment:*

**Consultation should be re-run / further consultation required**

**Repeated 5 times**

Ref No. RO35

*Response*

Consultation on the plans for the Forth Replacement Crossing is continuing to inform the final stages of the development of the scheme prior to lodging the Bill to Parliament in November 2009. Transport Scotland's commitment to consultation and engagement is outlined in the *Engaging with Communities* document and a sustained programme of consultation has taken place since December 2007 using a variety of methods. Feedback received from stakeholders during this period has been recorded by the team and considered as part of the development process. This report documents how feedback received from one particular consultation activity, the Public Information Exhibitions, has been / is being taken on board. Further consultation is also being undertaken with a variety of statutory bodies, organisations and landowners and communities adjacent to the scheme to ensure that specific concerns are identified and considered in the development of the scheme. Further details are provided in Chapter 8 of this report.



# ANNEX D - EXHIBITION FEEDBACK FORM

**FORTHREPLACEMENTCROSSING**  
www.forthreplacementcrossing.info

## Feedback

**Instructions:**

- Please use this form to comment on the proposals for the Forth Replacement Crossing.
- Forms can be posted in the feedback boxes at the exhibition.

**OR**

- Post to Forth Replacement Crossing, Transport Scotland, 7th Floor, Buchanan House, 181 Fort Dundas Road, Glasgow, G4 0UE

**OR**

- Downloaded from the website [www.forthreplacementcrossing.info](http://www.forthreplacementcrossing.info)
- To help us analyse feedback please provide comments under the relevant section headings and use the map to highlight the area(s) your comments relate to if appropriate.
- Transport Scotland will publish a report summarising the feedback received from the public and how that information has been used in the development of the Forth Replacement Crossing. We regret that we cannot provide personal responses.
- Please provide your name and full postal address below so other members of the Transport Scotland Forth Replacement Crossing team to contact you should it be necessary to clarify any comments you make.

Name:

Address:

Postcode:

The Forth Replacement Crossing team routinely publishes newsletters by email and post. Please tick here if you would like to receive future updates by post.

Please tick here if you would like to receive future updates by email.

Email address:


  
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**FORTHREPLACEMENTCROSSING**  
www.forthreplacementcrossing.info

## Feedback

Please provide comments under the relevant section headings and use the map to highlight the area(s) your comments relate to if appropriate.

Environment (for example noise concerns, landscape and views, recreational areas, suggested areas for environmental mitigation such as planting)

Accessibility (for example foot crossings, junctions, pedestrian and cycle paths)

<p><b>FORTHREPLACEMENTCROSSING</b> www.forthreplacementcrossing.info</p> <p><b>Map</b></p>  <p>Junctions are indicated at this stage.</p>	<p><b>FORTHREPLACEMENTCROSSING</b> www.forthreplacementcrossing.info</p> <p><b>Feedback</b></p> <p>Please provide comments under the relevant section headings and use the map to highlight the area(s) your comments relate to if appropriate.</p> <p>Public Transport (for example bus services, path &amp; cycle)</p> <p>Construction (for example concerns regarding noise, dust and construction vehicle access)</p> <p>Any other feedback</p>
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