

Note of Meeting of 29 April to discuss Network Operations on Forth Road Bridge after CSD1 (1 June 2015).

Location: FETA Offices South Queensferry

Date/ Time: 29 April at 13:30 hrs

Present:

Transport Scotland:

TS Bridges: Wayne Hindshaw (Part), Cameron Gair, [REDACTED]

TS Network Operations: Scott Lees, [REDACTED]

TS Special Projects: [REDACTED].

Amey

Amey FBOC: Mark Arndt, [REDACTED]

Amey Traffic Scotland: [REDACTED]

FETA: Barry Colford (Part), [REDACTED]

Police Scotland: [REDACTED]

PAG: [REDACTED]

Purpose of the Meeting.

Meeting to discuss the Operation of the FRB after CSD1 (1 June 2015) when the Byelaws will no longer be used. Focus is on Bridge Closure during high winds and vehicle recovery on the basis that Amey Control Room contact Police Control Room to get approval to close bridge or recover vehicles (with or) without Police Assistance.

Procedures are being developed by Amey to cover the above, but the procedures will require contact details for Police Control Room in order to get approval. Also Amey seek assurance from the Police that full Chapter 8 is not required to recover vehicles and undertake closures.

In addition the meeting would also cover Abnormal Load Routing and Self-Harming Incidents.

Currently FETA utilise the existing Byelaws but these would become dormant after CSD1 unless Scottish Ministers were to assign these powers to Amey. The intention was to use alternative existing legislation (which is used on other parts of the Trunk Road Network) to achieve the same functions that FETA currently carry out, and to replicate FETA service after CSD1.

Actions

- A. Amey to draft procedures (*Once agreed to be passed to Police Scotland for comment*) to replicate FETA current services covering the following (*without Chapter 8 as per FETA*):

- High Wind Closures.
 - High Wind Closures to High Sided Vehicles including double deckers (Cars only).
 - Recovery of Broken Down Vehicles using IPV.
 - Self-Harming/ Suicide Incidents
 - Abnormal Load Escorting
 - Contraflows
- B. FETA to provide Amey with Contact details for Groups dealing with suicide prevention.
- C. Amey to check with FETA what training FETA staff currently have for dealing with self-harming incidents.
- D. Police Scotland agreed to provide Amey staff with further training to deal with self-harming incidents if required.

Further Notes

1. High Wind Closures (Full Closure)

- FETA switch northbound c/w lights to red which stops traffic and inform Traffic Scotland.
- FETA contact Amey Traffic Scotland to sign red crosses on overhead gantries southbound.
- Police Scotland close the main carriageway A90/M90. FETA provide further cones (not to Chapter 8) after Police closure
- FETA close 3 slip roads not in FETA area.
- FETA staff close gates on footway/cycleway and advise members of the public not to cross.
- Police Scotland can prosecute members of the public under common law.

2. High Wind Closures (High Wind Closure)

- FETA utilise drop down signs and VMS.
- FETA have staff directing HSV from lay-bys outwith FETA area.
- Police Scotland are content for Amey to do this.

3. Vehicle Recovery

- FETA use IPV without Chapter 8.
- FETA utilise traffic signals on northbound c/w if required and red crosses on southbound c/w by contacting Traffic Scotland.

4. Self-Harming/ Suicides

- FETA attend 2 monthly meetings (Lothian) and 6 monthly meetings (Tayside) with suicide prevention groups which include LA's, Samaritans, Choose Life, Police, NHS, etc.
- FETA have staff trained to deal with self-harming incidents.
- FETA's have 2 procedures P003 and P020 which cover this and have been written into the FBOC contract.
- Although FETA procedure states they contact the Police they don't always do this if they feel they can deal with the incident.

- Police Scotland would prefer to be contacted in every incident, with FETA staff dealing with it until the Police arrive.
- Police Scotland wouldn't necessarily close the bridge c/w, particularly as access to the footway is via the footway/cycleway area and not the c/w.

5. Abnormal loads

- FETA escort abnormal loads of 80 to 150 tonnes over the bridge keeping all other traffic off the c/w because of issues with truss end links at towers.
- FETA escort vehicle at front with hauliers vehicle at back (if provided).
- Traffic Lights on N/B c/w and red crosses on VMS (via Traffic Scotland) can assist.
- FETA do not stop traffic on adjacent c/w but ensure that heavy loads are not passing towers on adjacent c/w.
- FETA utilise lay-bys north and south of the bridge to hold abnormal loads.
- Loads over 150 tonnes are not permitted to cross the FRB.

Footnotes.

i. Other Legislation (other than Byelaws)

- The Road Traffic Regulation Act (1984) (RTRA).
- Roads (Scotland) Act 1984 (RSA) (Section 59 of the Roads (Scotland) Act 1984)
- Section 150 of the Local Government (Scotland) Act 1994.

ii. A Memorandum of Understanding is currently in place between TS and Police Scotland for lane closures utilising TRISS Vehicles and Traffic Scotland (Red Crosses).