



Forth Replacement Crossing South Community Forum Minutes

Meeting Location: FRC Contact and Education Centre, South Queensferry

Meeting Date/Time: 25 February 2015

Subject: South Community Forum

Participants:

Community Representatives

Tim Beesley (TB), Newton Community Council

David Buchanan (DB), Kirkliston Community Council

Les Chapman (LC), BRIGS

Peter Fitzgerald (PF), BRIGS

Keith Giblett (KG), QDCC

Doug Ross (DR), BRIGS

Alan Richardson (AR), BRIGS

Grant Sangster (GS), QDCC

Doug Tait (DT), BRIGS

Transport Scotland – Employers Delivery Team (EDT)

Lawrence Shackman (LS), Project Manager

Alan Shirley (AS), Head of Policy, Governance and Stakeholder
Liaison

Katrina McDonald (KM), Policy Manager

Aidan Merilees (AM), Outreach and Education Assistant

Forth Crossing Bridge Constructors (FCBC)

Katrina Bruce (KB), Assistant Community Liaison Officer

Ewen Macdonell (EM), Community Liaison Officer

City of Edinburgh Council

Darren Wraight (DW)

Apologies

Bert Scott (BS), BRIGS/Cramond and Barnton Community Council

Janet Thornton (JT), Newton Community Council

Observers

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| 1 | Welcome and Introductions | |
| 1.1 | Meeting chaired by LS. Apologies were noted as above, LS welcomed 1 observer to the meeting. | |
| 2 | Review of Minutes and Outstanding Actions | |
| 2.1 | Review of Minutes | |
| SCF/25022015/ 2.1 | Minutes of the meeting held on 19 November 2014 were agreed, and would be uploaded to the TS website. | EDT |
| 2.2 | <p>Outstanding Actions</p> <p><u>Action: SCF19112014/3.7</u> FRC Contact and Education Centre data</p> <p>Initial visitor information had been gathered and the second year of data should be available within the next 6 months.</p> <p><u>Action: SCF19112014/7.3</u> Cleanliness of roads/footpaths – A904</p> <p>Cleanliness had been discussed at the Traffic Management Working Group, FCBC would continue their cleaning programme. CEC would assist and look at deep cleaning when working in the area. DW pointed out that complaints had been received regarding the state of the bus stop and that on 2 occasions CEC staff had cleaned it.</p> <p>EM confirmed that once shale deliveries recommenced in March, this area would be subject to fortnightly cleaning.</p> <p><u>Action: SCF19112014/7.5</u> A904 Bullyeon Road works</p> <p>Regarding the CEC resurfacing works on the A904, all affected residents had now received a notification letter about the forthcoming works. Meetings had taken place with BRIGS and further meetings with Community groups would be held shortly.</p> <p>DW provided an update of the CEC works:</p> <ul style="list-style-type: none"> • Works are due to commence on 8 March for a 3 week duration. • Working hours would consist of night shift (19:30-06:30), Sunday-Friday off-peak during the daytime. • The programme included one week float time. • Roads are required to be open at 06:30 each day. • Anticipated that any night noise would be limited to the hours of 19:30 and 10:00. | |

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| <p>SCF25022015/ 2.2a</p> <p>SCF25022015/ 2.2b</p> | <ul style="list-style-type: none"> • Gulley work would be undertaken during off peak times. • Bus operators were content with diversions in place. <p>A view was raised on the issue of a lack of signage at Echline and information on the plans showing closures.</p> <p>Although content with arrangements in plans for signage, DW agreed to take note of the concerns raised.</p> <p>DW said that once works commence, residents affected will be informed again.</p> <p>DW agreed that the traffic management drawings for this work and resident letter could be sent to forum members.</p> <p><u>Post Meeting Note</u> DW has now met with QDCC to discuss works, and a copy of the notification letter has been provided.</p> <p><u>Update on completed action SCF19112014/7.2 Spent Oil Shale Deliveries</u></p> <p>EM said that shale deliveries would now start running from March, and continue for the rest of the year, at a maximum capacity of 100 deliveries per day.</p> <p>EM anticipated that deliveries would be 5 days per week, and would possibly include a Saturday morning. EM undertook to confirm these timings.</p> <p><u>Post Meeting Note</u></p> <p>Deliveries will run from 08:00am (with a 30 minute lead in time) to 19:00. Any Saturday deliveries would deliver up to 1pm.</p> | <p>CEC</p> <p>FCBC</p> |
| <p>3 Employers Delivery Team (EDT) - Update</p> | | |
| <p>3.1</p> | <p>Annual Briefing Sessions – January 2015 Annual project update briefing sessions were held at the FRC CEC during the last week in January 2015.</p> <p>Four public briefing sessions were held during 27 and 28 January.</p> <p>Separate briefing sessions were held for elected representatives, wider stakeholders and the media.</p> <p>An Information Day took place on Saturday 31 January.</p> <p>Sessions were well attended. In total, just over 400 people</p> | |

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| | <p>took part, feedback from those who had attended the session was positive.</p> | |
| 3.2 | <p>Cabinet Secretary for Infrastructure, Investment and Cities site visit Keith Brown MSP, Cabinet Secretary for Infrastructure, Investment and Cities undertook a site visit to the North Tower on 27 January. Interviews were held with invited media regarding progress on the project and the milestone of the bridge towers reaching half their final height.</p> <p>The visit received positive media coverage.</p> | |
| 3.3 | <p>Infrastructure and Capital Investment Committee – FRC project appearance David Climie and LS appeared in front of the Infrastructure and Capital Investment Committee on 18 February to give a progress update on the project. This was part of the regular communication that the Project has with the Committee.</p> <p>The Committee had invited members of the North and South community forums to submit their views on the project. North Queensferry Community Council and Newton Community Council had lodged submissions.</p> <p>LS understood that BRIGS intend to put forward a submission to the Committee in due course, and had given an undertaking to the Committee to respond to the submission when available.</p> <p>LS felt that the Committee were content with the progress of the project and pointed out that if members were interested in watching/reading the transcript of the evidence session, this was available from the Scottish Parliament website.</p> <p>http://www.scottish.parliament.uk/parliamentarybusiness/CurrentCommittees/80468.aspx</p> <p>The Committee would be invited to undertake a further site visit in Spring.</p> | |
| 3.4 | <p>Compensation Claims There has been no increase to the number of claims received by the project since the last update. This figure remains at 137 claims from 316 owners/occupiers/ lessees in relation to the FRC General Vesting Declaration's carried out in April and June 2011.</p> | |

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| | 32 claims have been settled in full and 24 claimants have received 90% part payments. (An increase of 6 since the last meeting) | |
| 3.5 | <p>FIFE ITS and M9 J1a Monitoring Results of the second year monitoring of FIFE ITS and M9 Junction 1a had been collated. The results showed a slight variation to the previous year's results.</p> <p><u>FIFE ITS</u> – Opened 4 December 2012</p> <ul style="list-style-type: none"> • Traffic Flows – similar flows since 2011. • Journey time savings – 3-8 minutes in peak period (depending on bridge traffic) • Bus Lane usage – up to 12 in peak period • Accident reductions – average of 12 down to 3 in the 1st year, 1 in the first 6 months of the 2nd year. LS pointed out that this result was based on limited data received, and would be verified following collation of further data. <p><u>M9 Junction 1A</u> - Opened 1 February 2013.</p> <ul style="list-style-type: none"> • A904 traffic flow through Newton – 24% reduction of daily traffic, 68% reduction in daily HGV traffic. This shows that HGVs are using the new slip road rather than travelling through Newton. • Journey time savings – 2-3 minutes in AM peak from Echline to Newbridge • Bus Lane Usage – up to 5 in peak period from FRB. Up to 4 from the West Lothian (M9) direction. • Accident reductions – average of 10 down to 3 in the 1st year and 0 in the first 6 months of the 2nd year. Again, this result was based on limited data received, and would be verified following collation of further data. | |
| 3.6 | <p>Bridge Control Room (BCR) Work was completed to form a BCR within the existing FETA office at the end of January 2015. This would be for the purpose of maintaining/operating the existing Forth Road Bridge (FRB) and Queensferry Crossing. As work continues on the new bridge, FCBC will equip the control room with all the relevant equipment. The room will also be adapted to house control equipment for the FRB in due course.</p> | |
| 3.7 | <p>FRC Contract and Education Centre (CEC) – Update AS provided an update on the Outreach and Education programme at the FRC CEC. The following points were noted:</p> | |

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| | <ul style="list-style-type: none"> • Approximately 25,000 people have now visited the CEC, attended an educational visit or a pre-booked presentation • 204 visitors attended the information day on 31 January, 200 attended the 7 briefing sessions. • The Project Exhibition is due to re-open on 7 March 2015, each Saturday and will run until the end of October 2015. • The FRC Presentations Series will re-commence in March with the first Presentation day being held on the 27th. • Over 6,000 pupils have now attended the education programme since 2013. <p>In response to a question on overseas visitor attendance, AS said that this market accounted for less than 10% of visits.</p> | |
| 4 | Forth Bridges Operating Company (FBOC) - Update | |
| 4.1 | <p>LS provided an update on FBOC and the Forth Bridges Forum. The following points were noted:</p> <p><u>FBOC</u> The Forth Bridges Operating Company (FBOC) Contract was awarded in December 2014 and the successful contractor is Amey LG Ltd. Amey are due to commence service delivery in June 2015.</p> <p><u>Forth Bridges Forum</u></p> <p>A Forth Bridges Forum meeting took place on 25 February. The next Forth Bridges Forum Public event will take place on the evening of 18th March in the FRC CEC. The event would provide an update on:</p> <ul style="list-style-type: none"> ○ The Forth Bridges Forum – Traffic Impact Assessment, the Tourism Consultation and the new Forth Road Bridge Operating Company from June 2015 ○ The Forth Bridge World Heritage Nomination - The ICOMOS Inspection Visit and the forthcoming UNESCO Committee Meeting <p>Minutes of Forum meetings are published on the Transport Scotland website.</p> | |
| 5 | Forth Crossing Bridge Constructors (FCBC) - Update | |

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| 5.1 | <p>EM provided an update on behalf of FCBC . The following points were noted:</p> <ul style="list-style-type: none"> • Michael Martin took on the role of Project Director for the Principal Contractor on 1 December 2014, following the departure of Carlo Germani. Michael is a former chief engineer of Morrison Construction and has been an FCBC consortium board member for the past two years. • <u>B800 Bridge</u> - The replacement B800 bridge beams were installed in November 2014, panel infills and steel reinforcement are well underway with deck concreting in progress. The bridge and the realigned B800 will be open to traffic in Summer 2015. • <u>Dundas/ Echline</u> - Earthworks and drainage has progressed well throughout 2014 and roadworks will follow on with a view to the motorway surfacing being completed during 2015 in this area. • <u>Queensferry Junction area</u>: • The removal of the Temporary Traffic Lights on the B924 on 7th February meant that all road surfacing was completed in the area at that time. Lanes remain coned off on Queensferry Junction pending the completion of verge works. • Works will continue to complete the footpaths and the earth bund opposite Echline Corner together with associated landscaping. FCBC are targeting completion of all the gyratory associated works by end spring 2015 bar sign plates and traffic lights both of which will be installed in 2016. • The various outstanding works between the A904 east and the gyratory will be substantially completed by end of spring 2015 and all works including the wall opposite the cottages are targeted to be completed by summer 2015. • The completion of footpaths around the gyratory will allow FCBC to commence removal of the old A904/B924 and start the mainline earthworks in that area. However, this is very dependent on timely diversion of BT cables and the 'rippability' of rock in the deep cutting. There could be some pecking work required to shift the rock, particularly towards the base of the cutting. FCBC are targeting the earthworks being substantially complete in this area late summer 2015. • <u>South Approach Viaduct</u> • 450 metres of the box girder sections for each carriageway have now been launched with a further launch of 93 metres remaining on each carriageway | |
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| | <p>when Pier S3 is completed in the by spring.</p> <ul style="list-style-type: none"> • Excavation works in Pier S2 cofferdam and reinforced concrete works in Pier S1 foundation are on-going. These piers are targeted to be complete in good time for the placing of the main crossing deck segments. • Following the final launch in spring 2015, deck concreting will commence targeting completion in early 2016. • <u>Towers</u> - All three towers are progressing well with completion due late summer. Cabling will commence in Spring 2015 and the main crossing deck sections will take a year to install commencing this spring. • <u>North Approach Viaduct</u> - Pier N1 is now well above cofferdam level and will be completed for the launch of the steel deck in summer 2016. Deck concreting will follow in late summer and is targeted for completion in summer 2016. • <u>Ferrytoll Viaduct</u> - bridge beams are in the process of being installed. The viaduct will be completed Summer 2015. The embankment works between the viaduct and Ferrytoll Roundabout will recommence in March and will be continuous through to the end of 2015. • <u>Ferrytoll Junction area</u> • The new northbound carriageway and associated embankments between Ferrytoll and Dunfermline Wynd will be constructed by late spring 2015. Traffic will be diverted onto the new road alignment and 40mph average speed cameras will be installed between Scotstoun and Admiralty in summer 2015. • The works at Ferrytoll are highly complex – there are around 15 traffic management phases to undertake before summer 2016. We are currently in Phase 5. Email alerts relating to the works at Ferrytoll are being issued for those who sign up for them at www.frc-ferrytoll.info. The current phasing can also be viewed here. • Information will also be posted on the FRC section of the Transport Scotland website as part of the 'Weekly Traffic Management Update' that is updated at the end of each week: http://www.transportscotland.gov.uk/information-road-users • Average speed camera from Admiralty Junction – Scotstoun Junction should be operational by summer 2015. <p>DR asked about about plans for the opening of the Queensferry Crossing, LS said that it was too early to confirm plans but that work was being undertaken to look</p> | |
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| <p>SCF25022015/ 5.1</p> | <p>at the options.</p> <p>KG asked when the bus lane off the A90 to the B800 would come into use. EM thought this would be next year, but would confirm.</p> <p><u>Post Meeting Note</u> The bus lane will be partially used as a temporary realignment to switch traffic on to whilst we are constructing the tie-ins but will not be available as a dedicated bus route until later in 2016.</p> | <p>FCBC</p> |
| <p>5.2</p> | <p>B924/A904 Junction and Queensferry Junction traffic lights</p> <p>EM confirmed that traffic lights at the Queensferry Junction are expected to be operational next year.</p> <p>A number of members raised concerns over the current traffic management at the B924/A904 Junction, complaints had also been forwarded to members by local residents.</p> <p>In particular, views were expressed that the current arrangements made right turn manoeuvres out of the B924 toward Newton difficult, and some members considered it to be dangerous.</p> <p>Comments were made that when sitting in the road to make this manoeuvre, drivers were unable to see oncoming traffic because of a blind spot, which may be due to the different road levels, and signage/cones currently in place.</p> <p>DT pointed out that problems crossing the junction were not only experienced by drivers, but also cyclists and pedestrians. DT also advised of a complaint received from a local cyclist who had found the right turn (westwards) out from the B924 onto the A904 and up on to the Queensferry gyratory dangerous, and asked about pedestrian cycle access.</p> <p>LC pointed out that he had previously raised a complaint on the difficulties of using the junction., when it was being used for temporary private access purposes.</p> <p>KG thought that this problem could be alleviated if traffic lights in this area and on the Queensferry gyratory were installed as soon as possible. Temporary traffic lights at the junction would improve the current situation.</p> | |

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| SCF25022015/ 5.2a | AS asked for any complaints received by members to be forwarded to the enquiries mailbox and a reply would be given. To date, no formal complaints had been received | SCF members |
| SCF25022015/ 5.2b | <p>LS noted these points of concern and confirmed they would be raised at the appropriate forum; that being the Traffic Management Working Group.</p> <p>AR asked whether a Stage 3 Road Safety Audit had been undertaken and requested a copy of the Audit Report.</p> | FCBC/EDT |
| SCF25022015/ 5.2c | <p>EM stated he would check this point and the request for the report would be considered.</p> <p>Members asked for clarity on when they can expect a response to the queries and requests raised on this issue.</p> <p>LS said it was not possible to put an exact timing on when a reply would be provided, that a response would be issued as soon as practicable.</p> <p><u>Post Meeting Note</u></p> <p>FCBC and the EDT are content with what is currently implemented on site as verified by the Independent Road Safety Auditor. The sight lines for exiting the B924 have been checked and meet requirements.</p> <p>However, we would note that there have been recent instances where drivers have been observed undertaking prohibited manoeuvres contrary to signed restrictions within the temporary traffic management scheme. Irresponsible driver behaviour has been reported to Police Scotland when appropriate.</p> <p>In response to questions regarding pedestrian and cyclist access, it should be noted that the new facilities (cycleways/ramps/merges) for use by cyclists are not yet complete. In the meantime, pedestrians and cyclists are entitled to utilise the shared footway/cycleway on the north side of the new A904 west of the B924.</p> <p>In response to questions regarding the timing for the installation of traffic signals, originally envisaged for 2016, FCBC are currently exploring early installation of the permanent lights for the B924/A904.</p> <p>The appropriate Road Safety Audit report is included It should be noted that, as this area is currently part of a</p> | FCBC |

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| | <p>temporary traffic management scheme, the DMRB requirement for a Stage 3 Road Safety Audit Report does not yet come in to play. That said the Contractor has had a report prepared for the junction layout by the Road Safety Auditor (whose visit was attended by the EDT and others) following recent changes to the management of traffic afforded by the completion of various works.</p> <p>It should also be noted that since the audit various improvements to the layout of the junction have been made by the Contractor as other works in the area have completed. While the Road Safety Audit has not been repeated these improvements have been carried out in consultation with the independent Road Safety Auditor and the Employer's Delivery Team. These inspections will continue to be undertaken by various professional parties from the Traffic Management Working Group (i.e. City of Edinburgh Council and Police Scotland. etc) on an on-going basis. Further improvements and inspections to the temporary road layout will not be subject to a separate report.</p> | |
| 5.3 | <p>Restriction on the use of the M9 Junction 1A bus lane KG mentioned comments received by the Community Council about this issue and queried why the bus lane was not currently in use.</p> <p>LS pointed out that the current restriction on the use of the M9 Junction 1A bus lane is due to the River Almond Bridge being struck by a vehicle on the B800 below. Transport Scotland, in conjunction with CEC, are investigating an appropriate traffic management solution to allow the re-introduction of the bus lane is currently being sought.</p> | |
| 6 | Community Issues | |
| 6.1 | 3 items raised by DT on behalf of BRIGS were discussed under this item. | |
| 6.2 | <p>Timetable for Echline Corner works completion and tidy up.</p> <p>Further to the response provided at item 5.1, AR asked EM for a definition of late Spring. EM stated that the Met Office definition of late Spring was 21 June.</p> <p><u>Signage</u> DT raised a point of pedestrian footpaths from Echline West towards Headrig Road and lack of pedestrian signage.</p> | |

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| SCF25022015/ 6.2a | EM agreed to consider this in line with the earlier queries raised in relation to the Queensferry Junction. | FCBC |
| 6.3 | <p>Further details required of the compensation claims process</p> <p>DT clarified that residents had approached him requesting further information on the compensation process in general including what evidence was required to be collected in advance of making a claim. He reiterated his previous request to have this subject as part of the presentation series at the FRC CEC.</p> <p>Members were aware that some residents in Kirkliston had already submitted claims and that adverts had been published to promote the claim scheme.</p> <p>LS highlighted that he and AS met with KG on 2 February and had provided further information on the correct process, as set out in the booklet “FRC Guidance on the Parliamentary Process, Compulsory Purchase Process and Compensation (July 2009)”, which is available on the TS website at the following link: http://www.transportscotland.gov.uk/sites/default/files/document/s/rrd_reports/uploaded_reports/j11012/j11012.pdf</p> <p>LS understood that the discussion and the information requested was done so on behalf of BRIGS.</p> <p>LS reiterated that the process and criteria for making claims is set out in the above booklet. The booklet clearly sets out criteria for making Part 1 Claims (one year after the scheme opens) and also claims for compensation during construction.</p> <p>LS explained that the process was different for each type of claim.</p> <p>Information inviting Part 1 Claims for the Principal Contract will be advertised in local papers one year after project completion. This is in line with the process already undertaken for Part 1 Claims for M9 Junction 1A and Fife ITS.</p> <p>The relevant adverts are also available on the TS website.</p> | |
| SCF25022015/ 6.3 | <p>LS agreed that a sample form for Part 1 Claims could be provided for information.</p> <p><u>Post Meeting Note</u> A sample form was provided along with the draft minutes issued on 11 March 2015.</p> | EDT |

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| | <p>In response to DT's request for a public briefing on this topic, such as at the forthcoming presentation series, AS said that this would not fit into the scope of the presentation series, as the purpose of the FRC Presentation Series is to provide presentations to the public to promote and enhance understanding of the construction and engineering of the Queensferry Crossing and wider FRC Project.</p> <p>As suggested that any specific enquiries regarding a claim for compensation (during or post construction) could be raised with the Project Team and responded to via the enquiries mailbox.</p> | |
| 6.4 | <p>CEC (LDP2) links to the FRC project decisions at Scotstoun, Springfield, Society Road and Echline.</p> <p>DT understood that this was not the FRC project team's responsibility, but had raised this item as he understood that the Local Development Plan 2 (LDP2) planning application included plans to run a road down to Society Road as an access to the development.</p> <p>LS confirmed that the FRC project had no intention or any powers to put a road in that location, nor did it have any ties to LDP2. LS understood that there was still a long way to go with the detailed planning application process.</p> | |
| 7 | AOB | |
| 7.1 | <p>Echline Corner</p> <p><u>Notice Board at Echline Corner</u> LC noted that there was no notice board at Echline to display project information. Project information had previously been placed at bus stops but has now ceased. It would be helpful to have a notice board, particularly in relation to the current works at Echline.</p> <p>EM explained that FRC project information had been placed at bus shelters with the permission of the bus companies. However, it was not now possible to display this information as the space to display it was now being used by others.</p> <p>EM agreed to consider this request.</p> <p>Post Meeting Note FCBC have reassessed the situation and will recommence posting information at the two bus stops at Echline corner – on the existing B924. There are already six information</p> | |
| SCF25022015/ 7.1a | | FCBC |

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| <p>SCF25022015/ 7.1b</p> <p>SCF25022015/ 7.1c</p> | <p>boards on the south side – at Newton, Linn Mill, Tesco, Scotmid, and either walkway going on to the Forth Road Bridge.</p> <p><u>Wheel wash</u> A question was asked as to whether the wheel wash at Echline was operational?</p> <p><u>Post Meeting Note</u> The wheel wash at Echline is operational.</p> <p><u>Gritting footpaths at Echline Corner</u> A question was raised on who was responsible for gritting the footpaths at Echline Corner?</p> <p>DW and EM agreed to consider this and provide a response.</p> <p><u>Post Meeting Note</u> With regard to responsibility for winter gritting of footpaths, FCBC will grit any temporary footpaths that are in place, however all permanent or existing footpaths within the site will not be gritted by FCBC.</p> <p>The Council operates a priority system for the treatment of roads, pavements and cycle paths within the City boundary.</p> | <p>FCBC</p> <p>FCBC/CEC</p> |
| <p>7.2</p> | <p>Infrastructure and Capital Investment (ICI) Committee – FRC project progress 18 February 2015 Views were raised by DT and LC on the questions asked by the Committee and responses given by David Climie (DC), Project Director and LS. This included questions on the following:</p> <p><u>Bridge Lighting</u> Further to comments made by LS and DC at the Committee regarding bridge only having aesthetic lighting, and there being a ribbon light across the full length of the deck , LC asked for clarification that the bridge deck would not have lighting .</p> <p>LS confirmed that the Queensferry Crossing would not have road lighting although provision will be made for retrofitting it, but that it would have lighting for aesthetic purposes.</p> <p><u>Enquiries and Complaints data</u> LC raised a query on the accuracy of the information given to the Committee regarding enquiry and complaints data.</p> | |

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| <p>SCF25022015/ 7.2</p> | <p>LS agreed to revert and confirm the information given.</p> <p><u>Post Meeting Note</u> All figures reported to the Committee related to the FCBC Principal Contract works.</p> <p>248 complaints were received up to the end of December 2014, giving a monthly cumulative average of 6 complaints received since 2011.</p> <p>996 enquiries were received to that date. This figure does not include complaints received.</p> <p>The reference number issued to a correspondent in the event of a complaint being made relates to the number of contacts (enquiries, compliments and complaints) received to the project across all 3 main contracts of the FRC project.</p> | <p>EDT</p> |
| <p>7.3</p> <p>SCF25022015/ 7.3</p> | <p>Notice Board at Newton TB mentioned the seal on the Notice Board at Newton was broken, causing condensation inside.</p> <p>EM was aware of this issue and is taking this forward.</p> <p><u>Post Meeting Note</u> The seals on the notice board have now been replaced.</p> | <p>FCBC</p> |
| <p>8</p> | <p>Date of next meeting</p> | |
| <p>8.1</p> | <p>The next meetings of the forums will take place on the following dates:</p> <ul style="list-style-type: none"> • North Community Forum: Wednesday 20 May at 7pm. • South Community Forum: Wednesday 27 May at 7pm. | |