REPORT ON FEEDBACK FOR FORTH REPLACEMENT CROSSING
PUBLIC INFORMATION EXHIBITIONS
INTRODUCTION

Scottish Ministers met in June to discuss options for the provision of a Forth Replacement Crossing. Following this, Transport Scotland held a series of Public Information Exhibitions. Ministers have undertaken to consider the feedback from these Exhibitions as part of their consideration of the choice for a Forth Replacement Crossing.

These exhibitions were held to provide members of the public and organisations with a summary of the available information on each of the remaining options being considered as a replacement for the existing crossing. The Information Exhibitions also offered an opportunity for them to provide comments in respect of the options, or other matters they considered relevant in the context of the Forth Replacement Crossing. The Exhibitions were an opportunity to provide update and seek feedback on the work to date.

A total of 21 Public Information Exhibitions were held over two weeks during August. At these, 4,465 people registered their attendance. The attendance figures at each venue are shown in Figure 1.

A total of 756 comments were received, the majority of them by post. This report analyses the feedback incorporated in these comments.
ANALYSIS OF PUBLIC FEEDBACK

Purpose of analysing feedback

Analysis of the 756 feedback forms received has been undertaken both to help inform Ministers and identify the key themes and topics raised by respondees. The latter is important in allowing additional information to be provided if necessary to address the points raised. The analysis followed a number of steps, which are set out below.

Process of analysing feedback

People attending the Information Exhibitions were, in the first instance, offered summary information packs. In addition to the information leaflet enclosed, this pack also included a feedback form, illustrated in Annex B and website details for e-mail responses.

The feedback form and e-mail option offered respondees the opportunity to make open comments; that is, comments not structured by a questionnaire or set of predetermined questions. This was considered the most appropriate means of offering freedom in terms of the scope and content of response.

In analysing the responses it is, however, necessary to identify the key themes and topics included in the feedback forms and categorise them. This allows a quantitative assessment of the numbers and proportions of the responses received and a breakdown of main points raised.

The process of identifying categories was undertaken by considering a pilot group of 80 (i.e. over 10 per cent of the total) responses, which were assessed to create topics into which the comments given could be grouped. This group was randomly selected from the total number of submissions. These topics include maintenance (both costs and impacts), the need for multi-modal capacity on the replacement crossing and impacts of such themes weather or other developments on the potential operation of one or more crossing types. In addition to the categorisation of responses, the feedback forms were also assessed to determine the stated preference, if any, for the form and location of a replacement crossing.

The pilot group was also assessed using a geographical information systems (GIS) package. This allowed an estimate to be made of the spatial distribution of comments. The completion of the pilot group indicated that the process of analysing the feedback forms was robust. Work was then completed on coding each of the remaining forms to the database. This work was completed by a team of staff briefed for the purpose and the entries were cross checked to ensure consistency of coding.

A further check was undertaken using the GIS system to reference the postcodes supplied against the national register of postcodes. This ensured that each of the entries which included a postcode could be correctly referenced to their postcode area. This process eliminated any errors that may have arisen through inaccurate or incorrect postcodes.
It should be noted that not all of the respondees included postcodes. This was substantially confined to e-mail based submissions, for whom contact details were generally not available. This pattern may affect the method of response offered for future consultation, particularly where a statutory process, possibly requiring formal responses is being undertaken. The geographic analysis of responses does not include that proportion for which no postcode was provided. The overall analysis of responses presented in this report, however, includes all of the forms submitted, irrespective of whether they included a postcode or not.

The figure below highlights the relative numbers of responses from individual postcode areas. The EH30, EH4, KY11 and KY12 postcodes are particularly prominent in the return. These are South Queensferry and surrounding area, North West Edinburgh, Inverkeithing / Dalgety Bay and Dunfermline.

Figure 2 - Postcode Distribution of Responses
SUMMARY FEEDBACK FROM PUBLIC INFORMATION EXHIBITIONS

Form of responses received

The majority of respondees highlighted a preference as to the type or location of crossing they would prefer. In most cases, this was supported by a number of supplementary comments or queries, which were separately coded for analysis.

The main comments received are described below. While the background comments incorporate the responses from each of the 756 forms, many of these forms contained several comments. These have been recorded separately in the analysis, in order that the fullest possible reflection of overall opinion is provided.

Stated Preferences

Of the 756 feedback forms received, 75 per cent included a definite preference for a specific crossing type or location. The remaining 25 per cent raised concerns over a variety of matters, including their belief that it is necessary to provide a crossing of any type as quickly as possible, concern over the possible restrictions to HGV’s on the existing Forth Road Bridge or the need to include multi-modal capacity, irrespective of the crossing type provided. Less than half of one per cent expressed an opinion that no replacement be built, whilst 0.1 per cent suggested that alternative crossing types or locations be pursued.

Of the 756 responses received, 48 per cent favoured a tunnel and 27 per cent favoured a bridge. This is illustrated in figure 3.

For those who preferred the tunnel option, 65.6 per cent did not express a preference for a particular tunnel option, while 12.0 per cent expressed a preference for a bored tunnel in corridor C, 5.2 per cent for a bored tunnel in corridor D and 17.2 per cent advocated building an immersed tube tunnel. This is illustrated in figure 4.
For respondents in favour of a bridge, 60.7 per cent did not specify which bridge they preferred, while 37.3 per cent preferred the cable stay bridge option and 2.0 per cent a suspension bridge. This is illustrated in Figure 5.

When the feedback forms were analysed, a number of key topics were identified. These allow an understanding of the factors supporting the preferences expressed by respondees.
Tunnels are favoured for a variety of reasons. The most significant of these, in terms of the numbers of comments made, are as follows;

- **Weather impacts** (totalling 95 comments) ranked as the most common. The existing Forth Road Bridge is subject to restrictions during adverse weather, primarily high winds. Respondees citing weather impacts generally felt that a tunnel would offer operational advantages over a bridge in this respect.

- **Visual impacts** (totalling 64 comments). Respondees were concerned about the visual impacts of a bridge. It was argued that a tunnel would have no, or less, visual impact than a bridge. This was either by virtue of its being more remote from specific population centres, or by its general merits as a substantially below ground structure.

- **Reduced maintenance requirements** (totalling 37 comments). The existing Forth Road Bridge has well publicised issues regarding its maintenance and respondents cited these, and general concerns over the exposure of any bridge to wind, rain and the impacts of HGV’s as being reasons to favour a tunnel. A further 14 responses stated that whole life costs would be cheaper for a tunnel, so offsetting any construction cost benefits associated with a bridge.

- **Multi-modal benefits** (totalling 33 comments). Respondees felt that a tunnel would be more effective than a bridge in accommodating other modes of traffic, including specifically heavy rail and LRT/Tram. Of these 22 felt that a tunnel would perform better for both modes, 7 felt it better for heavy rail and the remainder felt is better for Tram/LRT only.

- **Construction costs** (totalling 32 comments). Respondees stated that a tunnel would be cheaper to build than bridge and, as such, offered financial benefits in this respect.

- **Longer lifespan** (totalling 24 comments). Respondees stated that a tunnel would have a longer whole life than a bridge. Many cited the difficulties surrounding the existing Forth Road Bridge as evidence supporting the durability/sustainability risks associated with bridges.

- **Noise** (totalling 22 comments). Respondees felt that a tunnel offered less noise impact than a bridge. The majority of comments came from those respondents likely to be most directly affected by a bridge. Approximately 60 per cent lived within the EH30 or KY11 postcode areas.

- **Air quality** (totalling 17 comments). Like noise, respondents felt that a tunnel offered benefits in terms of addressing the impacts of a crossing in air quality terms. Again, the majority of respondents raising this issue were in areas that may be affected by the provision of a bridge.
• **Property value** (totalling 8 comments). Respondees raising this matter felt that property values may be diminished by the delivery of a bridge. A tunnel was seen to have advantages by those raising this topic.

**Background to responses favouring Bridges**

Bridges are favoured for a variety of reasons. The most significant of these, in terms of the numbers of comments made, are as follows;

• **Cost** (totalling 46 comments). Respondees felt that a bridge would be cheaper to deliver and maintain than a tunnel. A further 21 specifically mentioned initial build costs as a reason to favour building a bridge.

• **Timescale** (totalling 43 comments). Respondees cited the need to deliver a replacement crossing quickly and felt that a bridge provided a more effective means of achieving this than a tunnel.

• **Multi-modal operation** (totalling 37 comments). Respondees felt that a bridge would be more effective in providing for alternative modes of traffic. Of these a total 21 felt that a bridge would perform better for cyclist/pedestrians, 3 felt it better for heavy rail and 9 felt it would be better for LRT/Tram. Some respondees offered comments on more than one mode.

• **Visual reasons** (totalling 25 responses). Respondees felt that the visual appearance of a bridge was a reason for choosing it as a replacement crossing form. Around 36 per cent of respondees in this group came from the KY11 and EH30 post code areas.

**Figure 6 - Key issues raised (As a percentage of responses stating a preference for a particular crossing type).**
General Comments Received

A number of general comments were also made. These did not always relate specifically to crossing types or locations. They are, none the less, important in outlining the overall opinion of the respondees and the provision and management of a replacement crossing. It should be noted that some of these comments overlap with the broad themes covered in the topics described above.

Most significant amongst the non crossing specific comments raised is the use of the existing Forth Road Bridge in any twin crossing strategy. This produced 168 comments, (i.e. it was included in 22.2 per cent of total number of responses received), illustrating the scale of interest in this matter.

The comments on the twin crossing strategy varied in focus. At the most fundamental level, clarification was sought on the use of the phrase “replacement” to describe the proposed crossing. Many respondees felt that this term suggested that the existing Forth Road Bridge would be removed, either from use, or in total.

It was not clear to them, however, what decisions underlay this description or what possibilities and constraints the choice to use, or not use the Forth Road Bridge in future may represent. Greater clarity on this matter was seen as beneficial in addressing this issue.

In addition, the choice of replacement crossing was felt to be affected by the possible future role of the Forth Road Bridge. For instance, some respondees felt that the operational constraints described for tunnels (e.g. restricted cargoes, cost impact on the use of bores or cells for joint running of LRT trams etc) would be offset by using the existing Forth Road Bridge to carry some modes (i.e. those upon which constraints might be imposed), while the replacement, in this case a tunnel, carried other modes.

Other respondees raised concerns about the cumulative impact of two road bridges, should the replacement crossing be a bridge. Of those that provided a postcode, the majority of these respondees live in areas close to Corridor D, where such impacts would be expected to be most felt. The underlying themes raised by these respondees encompassed many of the specific comments supporting the use of a tunnel to offset the cumulative impact of two bridges.

General and specific concerns (totalling 96 comments), were raised about the volume of traffic that may be associated with the future crossing(s). Again, some of these comments reinforced concerns about the cumulative impacts of two bridges. Other comments related to the need to ensure that any crossing, or combination of crossings, did not provide additional unrestrained capacity. The need to ensure effective management of overall cross Forth capacity was highlighted. A small number favoured the provision of additional general traffic lanes to accommodate current demand and future growth.

The use of multi-modal capacity in general (totalling 50 comments), was highlighted as being important in the overall management of cross Forth trips. This links to the comments made on traffic volumes, and re-enforces those multi-modal
comments made in support of a stated preference for a crossing type. Added together, multi-modal comments appear in approximately 16 per cent of the feedback forms returned.

Again, a small number queried the choice of multi-modal traffic being considered for the replacement crossing. Generally, these were encompassed in the comments favouring one or other crossing type, although some respondees sought clarification on the need for heavy rail provision across the Forth.

Comments were received on the network connections associated with each of the crossing options. These comments (totalling 83 comments), reflected many of the concerns raised over particular crossing locations. Of these 60 per cent raised queries over the impact of various network connections while 17 per cent favoured a bridge for its network connections and 23 per cent favoured a tunnel for its network connections.

Comments were received (totalling 28 comments) on environmental matters (other than noise, visual, air quality etc) relating to heritage sites or designated environmental areas. Of these 35 per cent favoured a bridge, 7 per cent favoured a tunnel and the remainder made general comments on the topics. Of those making specific reference to environmental or heritage areas, 20 commented on environment and 8 commented on heritage. Again a small number raised comments about both.

Another theme was safety (totalling 26 comments). Responses in this groups were split between 13 comments favouring a bridge on safety grounds and 13 queries on the relative performance of different structural forms. 6 respondees raise the issue of tunnel fires, while 2 raised the issue of suicide associated with bridges. A total of 5 respondees made comments relating to terrorism, 3 favoured a bridge, while 2 raised general queries.

On geology, 12 comments were received, of which 5 favoured a bridge, 1 favoured a tunnel and the remaining respondees asked questions.

Discussion of General Comments Received

There was found to be a high degree of consistency in the comments received as a result of the Public Information Exhibitions. A relatively small number of key themes have emerged, which are heavily represented in the factors underlying the comments received.

These comments came from a geographically diverse area, although significant numbers of returns were received from a relatively small number of postcodes, focussed on the areas of the potential crossings and Edinburgh.
ANNEX A – PUBLIC INFORMATION EXHIBITION MATERIAL

Introduction

The Public Information Exhibitions presented material informing attendees on the background to the Forth Replacement Crossing Study. This focussed on the development of the remaining crossing options. The Exhibitions also presented background on some of the environmental constraints of the Forth area, the costs and benefits of various crossing types, and the use of multi-modal transport in potential crossing options.

Information on the relative timescales of delivering each of the options was also presented. The information presented at the Public Information Exhibitions offered a comparable and consistent presentation of the information associated with each option.

As part of the assessment process, a total of 65 options were initially defined and tested. The majority were dismissed early in the Forth Replacement Crossing Study, for a variety of reasons. This included options based solely around the use of ferries or hovercraft, the provision of additional heavy rail or focussed on causeways or barrages. This process is illustrated in Figure 7.

Figure 7 – Option Generation and sifting process

The options presented, and background information supplied, were produced and used during the STAG (Scottish Transport Appraisal Guidance) process undertaken as part of the Forth Replacement Crossing study. The 5 reports of the study were
available for inspection at the Exhibitions and a non-technical summary of the conclusions was available for distribution. They remain available for reference on the Transport Scotland website and dedicated www.forthreplacementcrossing.info site set up specifically to support the exhibitions.

STAG is an objective led, evidence based appraisal methodology, which assesses the relative performance of various options, or packages of options in meeting a series of predefined planning objectives. These objectives are typically defined to address an issue, or issues whilst reflecting wider planning frameworks and Government initiatives.

The presence of various physical and environmental constraints, combined with the option sifting process undertaken, further reduced the list of 65 candidates to bridges or tunnels in 5 remaining corridors, which are shown in Figure 8.

Figure 8 – The 5 Initial Corridors

Further analysis eliminated two of these corridors on environmental and transport planning grounds. These were Corridors A and B, being those furthest west. Two of the remaining 3 Corridors, C and D, were west of the existing Forth Bridges, while the third, Corridor E, was to the east. Tunnel solutions were considered for each of the three, while a bridge was suitable only for the corridor closest to the west of the existing Forth Road Bridge (Corridor D). Bridges in Corridors C and E were dismissed primarily on environmental grounds.

Further analysis eliminated all consideration of options in Corridor E. This reduced the remaining candidates to Corridors C and D, which were the focus of the latter stages of the Forth Replacement Crossing Study and the Public Information Exhibitions.
Each of the crossing options presented would be located to the west of the current Forth Road Bridge. One bridge corridor (Corridor D) is being considered, while two corridors (Corridors C and D) are being considered for provision of tunnels. The figures below illustrate the options developed from the Forth Replacement Crossing Study and presented at the Public Information Exhibitions.

**Figure 9 – Corridor D – Bridge Option**

**Figure 10 – Corridors C and D – Tunnel Options**
Publicity, Locations and staffing of Exhibitions

The Public Information Exhibitions were held at 12 venues, distributed across the south east of Scotland. Two venues were in operation on each of the 10 weekdays, whilst the North Queensferry Hotel exhibition was also open on the Saturday of the weekend in between. Locations throughout Fife, Edinburgh, Tayside and the Lothians were selected to capture a large geographic range surrounding the Forth. This was based on the spread of traffic patterns for cross Forth trips, with the locations reflecting the most common origins and destinations for Forth Bridge Road users identified in traffic surveys. Other locations were considered and active inquiries made into suitable locations. Given the timescales and venues available, it did not prove possible to hold any further exhibitions. Adverts were designed and placed in the following publications:


Tuesday 21st August  Fife Leader South, City Life Dunfermline, Metro, Scotsman, Edinburgh Evening News, The Courier (all editions).

Wednesday 22nd August  East Fife Mail, Glenrothes Gazette.


Just under 300 radio slots were purchased to air in a two-week schedule with Kingdom FM and Radio Forth weighted towards ‘drive time’ audiences to capture commuters.

Kingdom FM  140 x 30 second ads over two weeks
Radio Forth  136 x 30 second ads over two weeks

100,000 postcards were designed and printed for distribution at outlets including bus stations, bridge tolls, train stations, shopping centres and libraries. This postcard is illustrated in Annex C. Table 1 below lists the outlets, distribution dates and quantities of the cards distributed. Around 2% of cards were retained for use at the Public Information Exhibitions themselves and as reserves:
Table 1: Location of distribution, numbers and dates of publicity card issue.

<table>
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<tr>
<th>Location</th>
<th>Number of cards</th>
<th>Date issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kirkcaldy Bus Station</td>
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<td>Wednesday 15(^{th}) August</td>
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<tr>
<td>Glenrothes Bus Station</td>
<td>5,000</td>
<td>Wednesday 15(^{th}) August</td>
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<tr>
<td>St Andrews Bus Station</td>
<td>5,000</td>
<td>Wednesday 15(^{th}) August</td>
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<td>Ferrytoll Park &amp; Ride</td>
<td>10,000</td>
<td>Wednesday 15(^{th}) August</td>
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<tr>
<td>Edinburgh Bus Station</td>
<td>10,000</td>
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</tr>
<tr>
<td>Fife Libraries</td>
<td>5,100</td>
<td>Wednesday 15(^{th}) August</td>
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<tr>
<td>Edinburgh Libraries</td>
<td>2,500</td>
<td>Wednesday 15(^{th}) August</td>
</tr>
<tr>
<td>Tay Bridge</td>
<td>15,000</td>
<td>Friday 17(^{th}) &amp; Saturday 18(^{th}) August</td>
</tr>
<tr>
<td>Forth Road Bridge</td>
<td>40,000</td>
<td>Thursday 16(^{th}) &amp; Monday 27(^{th}) August</td>
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Each of the exhibitions was staffed by Transport Scotland, the consultants who undertook the Forth Replacement Crossing Study and the media/marketing consultants who prepared the exhibition material and organised venues etc. All of the weekday exhibitions were open and fully staffed between 10:00 am and 8:00 pm. The Saturday exhibition opened at 10:00 am and closed at 5:00 pm.

**Format and attendance of Exhibitions**

Each of the exhibitions included a series of presentation boards, supported by reference copies of the five published reports of the Forth Replacement Crossing Study. Copies of the non-technical summary of the Forth Replacement Crossing Study were also available for inspection and to take away for reference. Table 2 details the location of the exhibitions, the date they were held, the number of attendees, and the number of e-mail requests for information made at each event.

Table 2: Date, location, number of attendees and e-mail requests for the exhibitions.

<table>
<thead>
<tr>
<th>Location</th>
<th>Date (August)</th>
<th>Attendees</th>
<th>Sign ups to e-newsletters</th>
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<td>200</td>
<td>66</td>
</tr>
<tr>
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<td>21(^{st})</td>
<td>186</td>
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<td>Roxburghe Hotel, Edinburgh</td>
<td>22(^{nd})</td>
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<td>94</td>
</tr>
<tr>
<td>Roxburghe Hotel, Edinburgh</td>
<td>23(^{rd})</td>
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<tr>
<td>Roxburghe Hotel, Edinburgh</td>
<td>24(^{th})</td>
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<td>44</td>
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<td>20(^{th})</td>
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<td>The Queensferry Hotel, North Queensferry</td>
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<td>Orocco Pier, South Queensferry</td>
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<td>Apex City Quay, Dundee</td>
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<td>Marriott Hotel, Edinburgh</td>
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<td>Balgeddie House Hotel, Glenrothes</td>
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<td>Braid Hills, Edinburgh</td>
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<td>Queens Hotel, Perth</td>
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<tr>
<td>Business Learning Conference Centre, Dunfermline</td>
<td>31st</td>
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</table>

In total, 4,465 people registered their attendance at the exhibitions and 1,353 requested to be kept informed by an e-news service. A total of 756 feedback forms were received. The majority of those responding were individuals.

A small number of responses were submitted on behalf of organisations. Amongst these were submissions from Fife, City of Edinburgh and West Lothian Councils, the SEStran Regional Transport Partnership, Community Councils and Babcock Ltd, owners of Rosyth Dockyard. These, and other organisations have been received responses, addressing the particular comments they raised. A deadline of the 7th of September was set. This timescale was driven by the need to effectively analyse the responses before Ministers made a decision on the form, function and location of the Forth Replacement Crossing.

Respondees were given the option of submitting their feedback forms at the exhibition itself, or returning them by post. In addition, a dedicated website (www.forthreplacementcrossing.info) was created and publicised. This website offered links to each of the published Forth Replacement Crossing Study reports, copies of the material presented at the Exhibitions and an opportunity to offer comments by e-mail. Of the responses received, approximately 28 per cent came via this route.
ANNEX B – COPY OF FEEDBACK FORM
The Forth crossing is changing
A public information exhibition is being held in a range of venues over the coming weeks to give the public an opportunity to view the options for a replacement Forth crossing.

FORTHREPLACEMENTCROSSING
www.forthreplacementcrossing.info

Shaping its future
You are invited to visit the Forth Replacement Crossing exhibition at the following venues. Feedback can be provided at the venues, on our website or in writing to Forth Replacement Crossing, 6th Floor, Buchanan House, 58 Port Dundas Road, Glasgow G1 0HJ.

The Queenferry Hotel, North Queensferry
30 Aug 2007 2pm to 8pm
21-24 Aug 2007 10am to 8pm
3 Aug 2007 10am to 8pm

Apex City Quay, Dundee
27 Aug 2007 9am to 8pm

Belgolde House Hotel, Edinburgh
26 Aug 2007 10am to 8pm

Down Park Hotel, Kirkaldy
29 Aug 2007 10am to 8pm

Best Western Queen Hotel, Perth
31 Aug 2007 10am to 8pm

Edinburgh Hotel, Uplands Community Centre, Upland
31 Aug 2007 10am to 8pm

www.forthreplacementcrossing.info
ANNEX D – COPY OF PUBLIC INFORMATION EXHIBITION PANELS

See Exhibition Panels