

**REPORT ON FEEDBACK FOR FORTH REPLACEMENT CROSSING
PUBLIC INFORMATION EXHIBITIONS**

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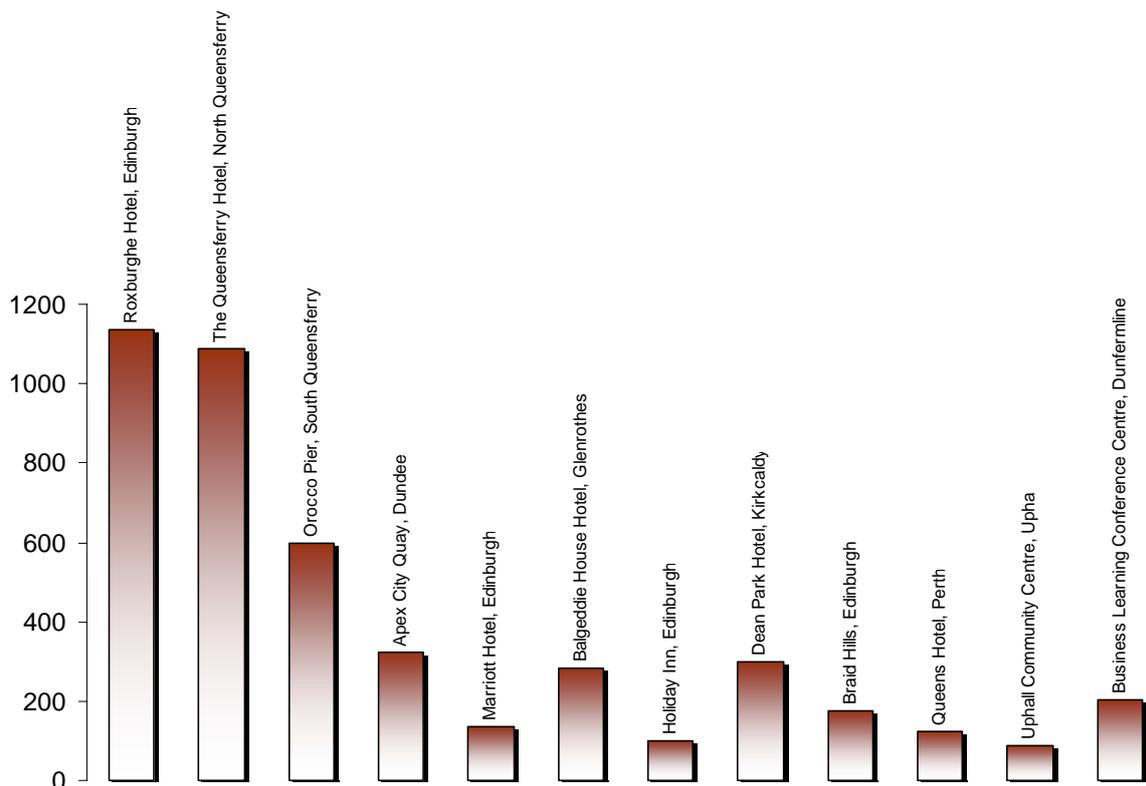
INTRODUCTION

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.

Figure 1 - Attendance at each venue



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.

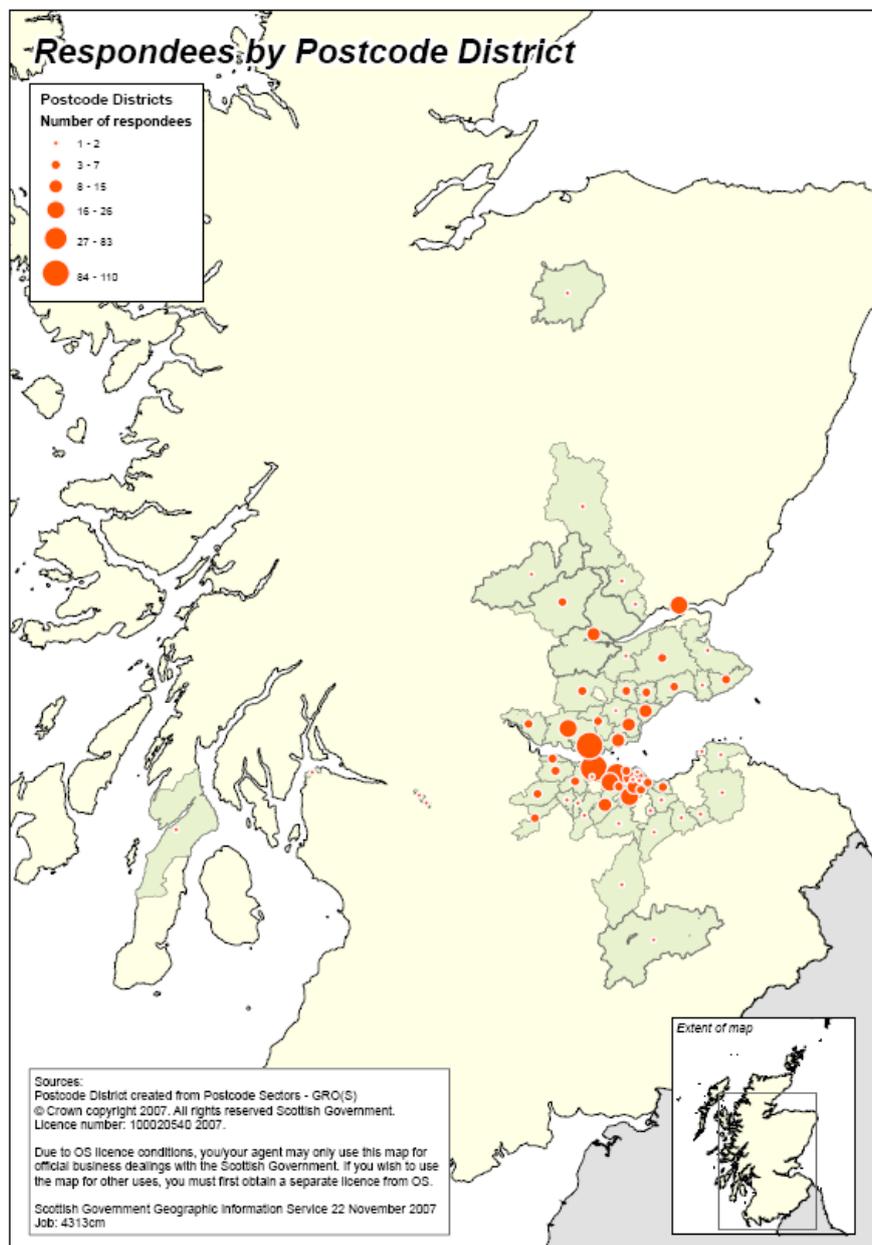
The pilot group was also assessed using a geographical information systems (GIS) package. This allowed an estimate to be made of the spatial distribution of comments. The completion of the pilot group indicated that the process of analysing the feedback forms was robust. Work was then completed on coding 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 respondents 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 respondents 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.

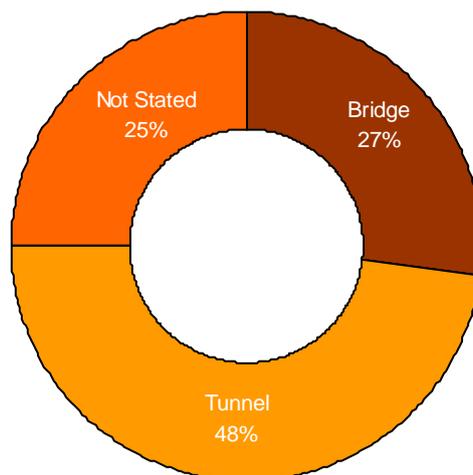
The main comments received are described below. While the background comments incorporate the responses from each of the 756 forms, many of these forms contained several comments. These have been recorded separately in the analysis, in order that the fullest possible reflection of overall opinion is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

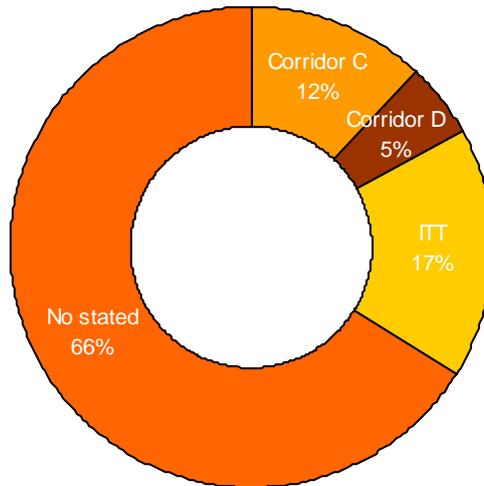
Of the 756 responses received, 48 per cent favoured a tunnel and 27 per cent favoured a bridge. This is illustrated in figure 3.

Figure 3 – Stated preference – all respondents



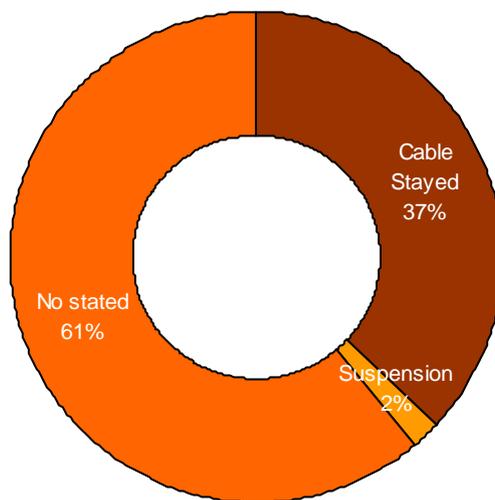
For those who preferred the tunnel option, 65.6 per cent did not express a preference for a particular tunnel option, while 12.0 per cent expressed a preference for a bored tunnel in corridor C, 5.2 per cent for a bored tunnel in corridor D and 17.2 per cent advocated building an immersed tube tunnel. This is illustrated in figure 4.

Figure 4 – Stated Preference – tunnel location



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.

Figure 5 – Stated Preference – bridge type



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.

Background to responses favouring Tunnels

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. Respondee's citing weather impacts generally felt that a tunnel would offer operational advantages over a bridge in this respect.
- **Visual impacts** (totalling 64 comments). Respondee's 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 respondee's 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). Respondee's 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). Respondee's 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). Respondee's 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). Respondee's felt that a tunnel offered less noise impact than a bridge. The majority of comments came from those respondee's 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, respondee's felt that a tunnel offered benefits in terms of addressing the impacts of a crossing in air quality terms. Again, the majority of respondee's raising this issue were in areas that may be affected by the provision of a bridge.

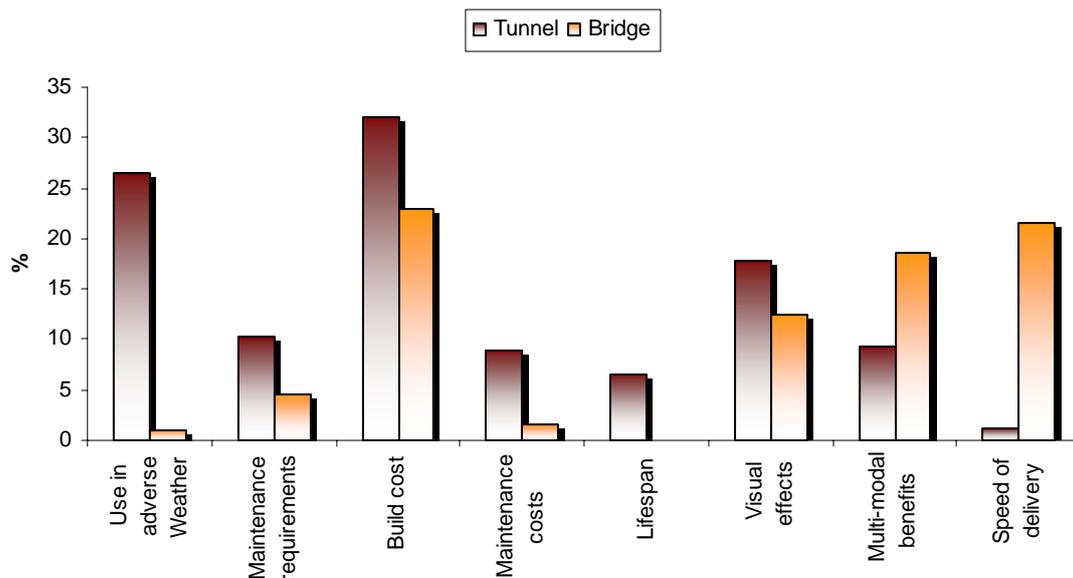
- **Property value** (totalling 8 comments). Respondee raising this matter felt that property values may be diminished by the delivery of a bridge. A tunnel was seen to have advantages by those raising this topic.

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). Respondee 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). Respondee 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). Respondee 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 respondee offered comments on more than one mode.
- **Visual reasons** (totalling 25 responses). Respondee felt that the visual appearance of a bridge was a reason for choosing it as a replacement crossing form. Around 36 per cent of respondee 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 respondents 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 respondents raise the issue of tunnel fires, while 2 raised the issue of suicide associated with bridges. A total of 5 respondents 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 respondents 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

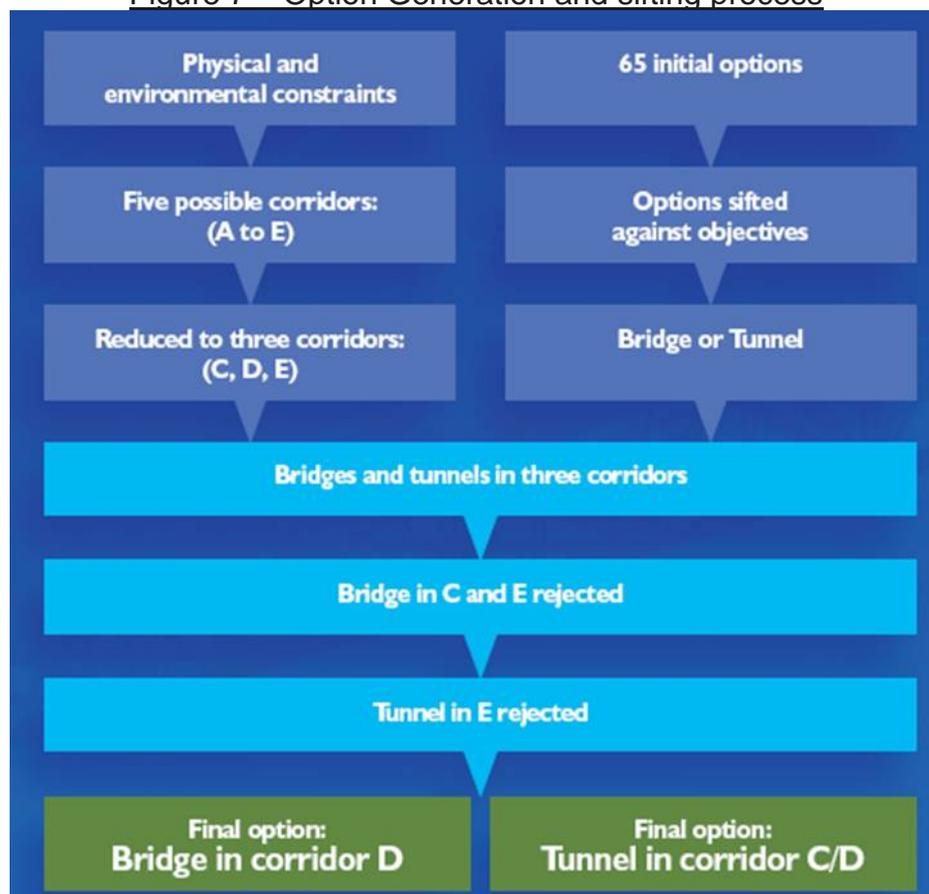
Introduction

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

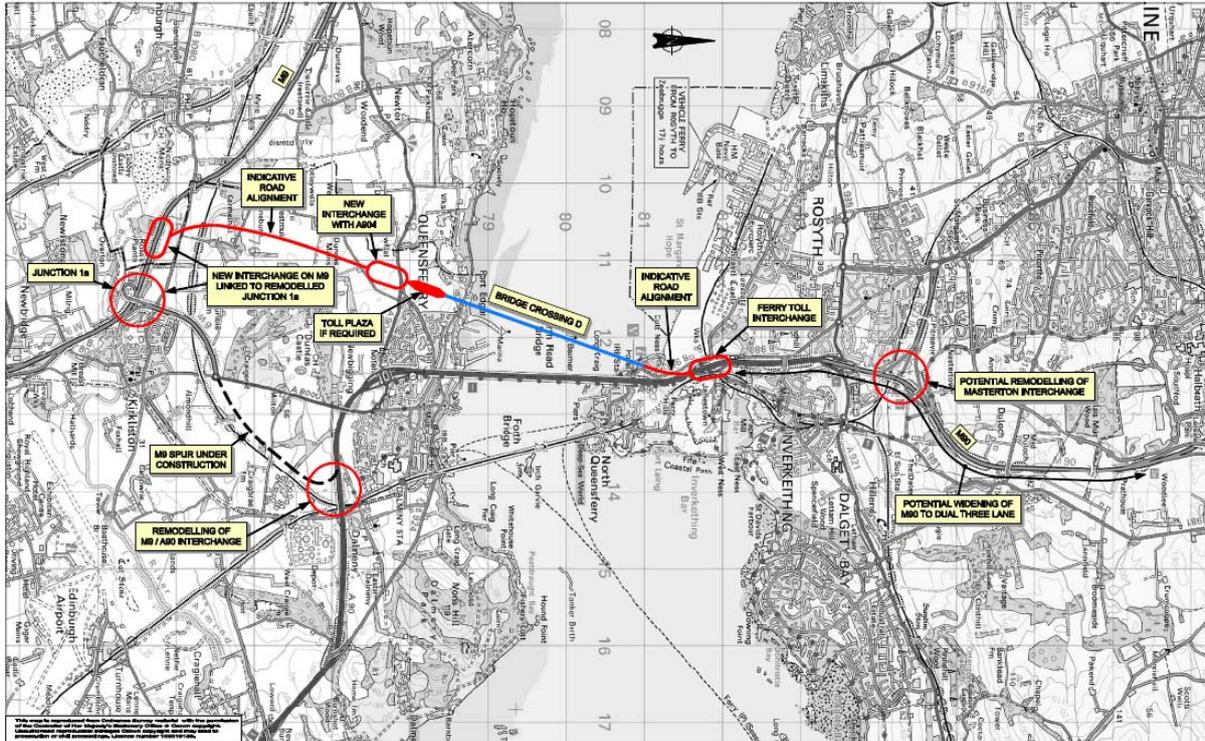
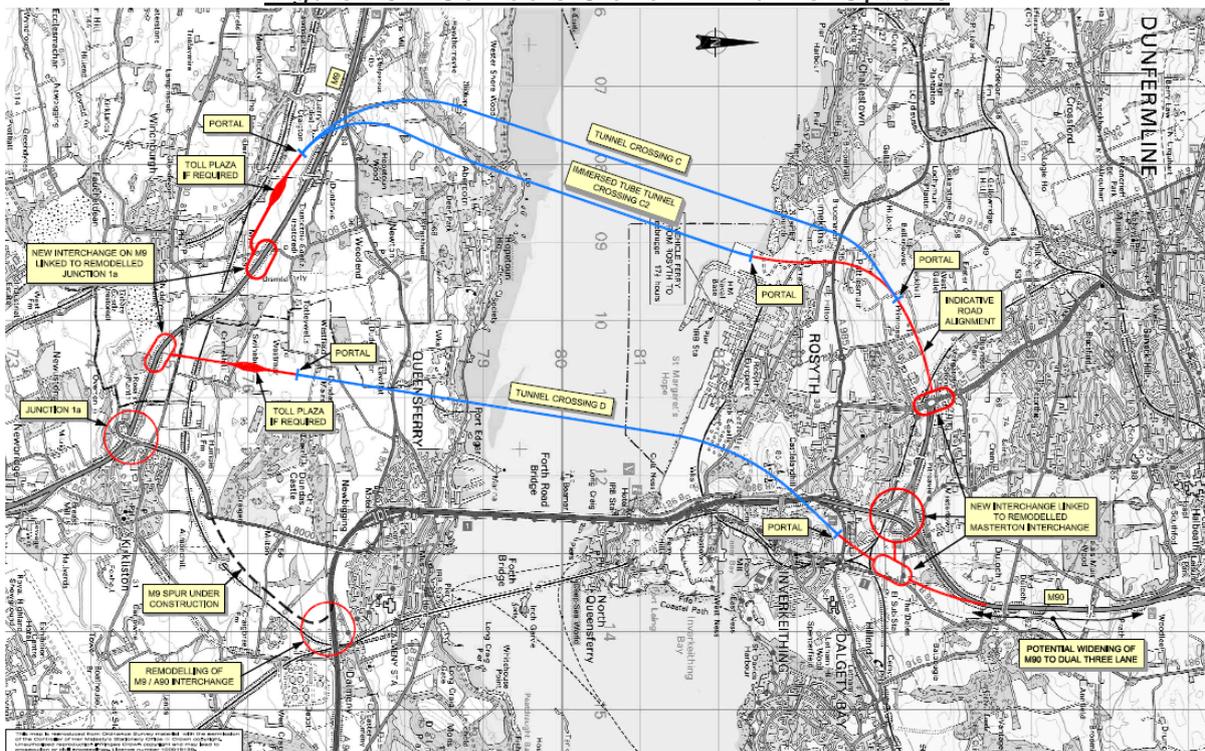


Figure 10 – Corridors C and D – Tunnel Options



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:

Wednesday 15 th August	Metro, Scotsman, Edinburgh Evening News, The Courier (all editions), East Fife Mail, Glenrothes Gazette.
Thursday 16 th August	Herald & Post Fife, Herald & Post Edinburgh, Herald & Post West Lothian, Fife Leader North, Central Fife Times, Dunfermline Press, Kinross Extra, Midlothian Advertiser, West Lothian Courier.
Friday 17 th August	Fife Free Press, Fife Herald, St Andrews Citizen, East Lothian News, East Lothian Times, Midlothian Times, Musselburgh News, Peebles Times, Bo'ness Journal, Linlithgow Gazette, Queensferry Gazette.
Tuesday 21 st August	Fife Leader South, City Life Dunfermline, Metro, Scotsman, Edinburgh Evening News, The Courier (all editions).
Wednesday 22 nd August	East Fife Mail, Glenrothes Gazette.
Thursday 23 rd August	Herald & Post Fife, Herald & Post Edinburgh, Herald & Post, West Lothian Courier, Fife Leader North, Central Fife Times, Dunfermline Press, Kinross Extra, Midlothian Advertiser.

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.

Location	Number of cards	Date issued
Kirkcaldy Bus Station	5,000	Wednesday 15 th August
Glenrothes Bus Station	5,000	Wednesday 15 th August
St Andrews Bus Station	5,000	Wednesday 15 th August
Ferrytoll Park & Ride	10,000	Wednesday 15 th August
Edinburgh Bus Station	10,000	Wednesday 15 th August
Fife Libraries	5,100	Wednesday 15 th August
Edinburgh Libraries	2,500	Wednesday 15 th August
Tay Bridge	15,000	Friday 17 th & Saturday 18 th August
Forth Road Bridge	40,000	Thursday 16 th & Monday 27 th August

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.

Location	Date (August)	Attendees	Sign ups to e-newsletters
Roxburghe Hotel, Edinburgh	20 th	200	66
Roxburghe Hotel, Edinburgh	21 st	186	71
Roxburghe Hotel, Edinburgh	22 nd	236	94
Roxburghe Hotel, Edinburgh	23 rd	197	87
Roxburghe Hotel, Edinburgh	24 th	316	44
The Queensferry Hotel, North Queensferry	20 th	150	44
The Queensferry Hotel, North Queensferry	21 st	197	65
The Queensferry Hotel, North Queensferry	22 nd	166	26
The Queensferry Hotel, North Queensferry	23 rd	210	40
The Queensferry Hotel, North Queensferry	24 th	206	25

Queensferry			
The Queensferry Hotel, North Queensferry	25 th	158	41
Orocco Pier, South Queensferry	27 th	600	254
Apex City Quay, Dundee	27 th	231	47
Marriott Hotel, Edinburgh	28 th	135	50
Balgeddie House Hotel, Glenrothes	28 th	283	46
Holiday Inn, Edinburgh	29 th	100	27
Dean Park Hotel, Kirkcaldy	29 th	300	120
Braid Hills, Edinburgh	30 th	177	49
Queens Hotel, Perth	30 th	125	53
Uphall Community Centre, Uphall	31 st	87	40
Business Learning Conference Centre, Dunfermline	31 st	205	64

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

FORTHREPLACEMENTCROSSING www.forthreplacementcrossing.info

Feedback

Please use this form to provide any comments you would wish to make on the proposals for a replacement Forth crossing.

Forms can be completed and posted in the feedback boxes at the public exhibitions or submitted by post to Forth Replacement Crossing, 6th Floor, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HE. An electronic version of this form is also available on the project website – www.forthreplacementcrossing.info

Thank you for taking the time to let us know your views. The closing date for comments is Friday 7th September 2007.

Name:	Postcode:
Comment:	
Please continue overleaf if required.	

If you would like to receive future updates on the Forth Replacement Crossing by email please provide an email address:

To help us plan for future public information activities please indicate how you heard about these exhibitions. (You may tick more than one box)

- Newspaper advert Newspaper article Radio advert
 Postcard (from where?)
 Other (please indicate)



ANNEX C – COPY OF INFORMATION POSTCARD



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 G4 0HF.

The Queensferry Hotel, North Queensferry 20 Aug 2007 2pm to 8pm	Roxburghe Hotel, Charlotte Square, Edinburgh 20-24 Aug 2007 10am to 8pm
21-24 Aug 2007 10am to 8pm	Orocco Pier, South Queensferry 27 Aug 2007 10am to 8pm
25 Aug 10am to 5pm	Marriott Hotel, Glasgow Road, Edinburgh, 28 Aug 2007 10am to 8pm
Apex City Quay, Dundee 27 Aug 2007 10am to 8pm	Holiday Inn, Queensferry Road, Edinburgh, 29 Aug 2007 10am to 8pm
Balgeddie House Hotel, Glenrothes 28 Aug 2007 10am to 8pm	Best Western Braid Hills, Braid Road, Edinburgh, 30 Aug 2007 10am to 8pm
Dean Park Hotel, Kirkcaldy 29 Aug 2007 10am to 8pm	Uphall Community Centre, Uphall 31 Aug 2007 10am to 8pm
Best Western Queens Hotel, Perth 30 Aug 2007 10am to 8pm	
BLCC, Halbeath, Dunfermline 31 Aug 2007 10am to 8pm	



FORTHREPLACEMENTCROSSING
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ANNEX D – COPY OF PUBLIC INFORMATION EXHIBITION PANELS

See [Exhibition Panels](#)