

Stephen Knox
Structures & Flood Prevention
The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

22/01/2018

Dear Sir/Madam,

Burnshot Bridge – Stakeholder Consultation



Burnshot Bridge, prior to demolition

As you may be aware, Burnshot Bridge has been closed to road traffic since November 2016, and to pedestrians and cyclists since May 2017. This was due to the deterioration of the concrete in the bridge deck resulting in the bridge being unsafe to support any imposed loading.

Various options for repair/replacement of the bridge were investigated and a decision was taken to demolish the structure. A temporary steel bridge was installed to support public utilities which crossed the original structure and the bridge was demolished over the weekend 24-26th November 2017.

Planning and Transport

Structures & Flood Prevention, C4, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG





The Council, together with a Engineering Consultancy and a Contractor, are currently undertaking design feasibility work to determine the form of a new structure.

You (or your organisation) has been identified as having an interest in the new bridge, and therefore I am contacting you to inform you of the outline proposals for the structure, and to invite any feedback you may have. Please submit any feedback via email to **stephen.knox@edinburgh.gov.uk**, by **Friday 23rd February 2018**, using the email subject 'Burnshot Bridge Consultation Feedback'. Following this date, no further public consultation is planned, however regular public updates will continue to be provided to Local Councillors and Community Councils.

Please see the attached documentation, and feel free to contact me directly if you wish to discuss any of the details further.

Kind regards,

A handwritten signature in black ink that reads 'Stephen Knox'.

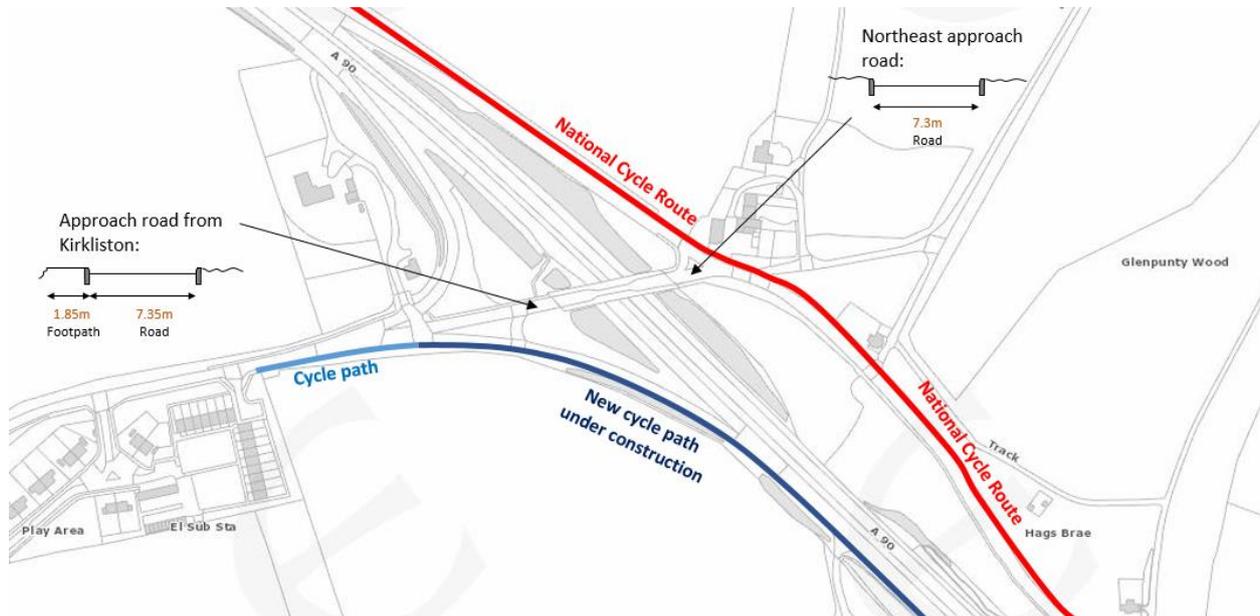
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Enc.

A90 Burnshot Bridge

Current Situation



Existing cycle/pedestrian routes and approach geometries at Burnshot Bridge are shown in the image above. Slip roads allow vehicles to leave and join the A90 in both directions. A new cycle/pedestrian path is under construction which will improve the route to the Southwest side of the bridge, facilitating those cycling or walking between Edinburgh and Kirkliston.

There is a desire to rebuild the bridge to restore this piece of important infrastructure.

Temporary Service Bridge



Prior to the demolition of the bridge, a temporary steel service bridge was constructed. This bridge carries Vodafone, Virgin Media and Scottish Power cables. The Council is currently exploring the possibility of opening this temporary bridge to pedestrians, however for the time being it is only suitable for access by maintenance personnel.

When the new bridge is constructed, the temporary service bridge will be removed and subject to geometrical and technical constraints, the services will be incorporated into the new bridge.

The New Structure

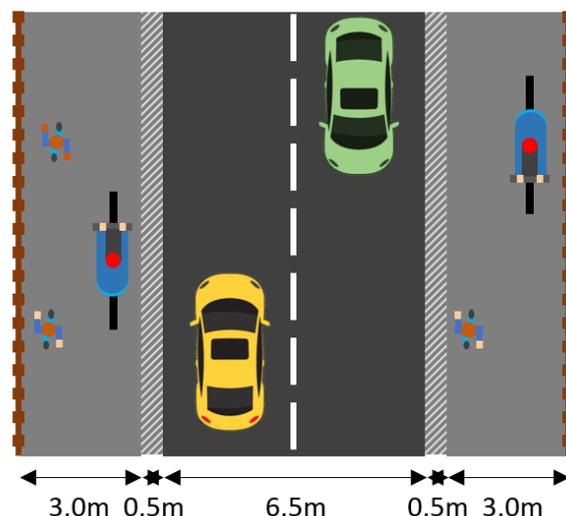
The slip-road arrangement at Burnshot junction will remain similar to the existing, i.e. it will still be possible to leave and join the A90 carriageway in both directions.

The span arrangement, material choice and detailing will be determined during detailed design, however internal discussions have taken place to propose the width of the structure, as detailed below:

- **Pedestrians/cyclists** – Due to the relatively low numbers of pedestrians using the bridge, the footpath/cycleway will be a shared facility but will be 250mm wider than previously. Additionally there will be a 500mm separation zone between the footpath and the road. The parapet will be raised to 1400mm. This is in accordance with current standards and guidance from Sustrans.
- **Buses** – The carriageway is 500mm wider than the minimum required for low-frequency bus routes, facilitating some future increase in use.
- **HGVs** – The bridge will be designed to support SV100 vehicles (maximum gross weight of 100 tonnes with a maximum basic axle load of 16.5t). The headroom under the structure will be in accordance with current standards.
- **All vehicles** – The bridge will return to normal 2-way operation (a one-way arrangement was in place since 1999).

Proposed Bridge Details

Two-way carriageway	6.5m
Shared use cycleway	3.0m
Separation margin	0.5m
Design Headroom	5.3m
Parapet Height	1.4m



As the concept design work progresses, details of the following aspects will be determined:

- Modifications to adjacent approach roads
- Span arrangement
- Materials
- Structural depth

There is a desire to make the bridge as accessible as possible for all users, within the limitations of budgetary and technical constraints. We would therefore welcome your feedback regarding any aspects of the bridge design or construction which may affect your organisation.