



Cramond Bridge Feasibility Study

Final Report



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1 Introduction and Context

- 1.1 For many hundreds of years, a direct link was available for pedestrians between Cramond and the Dalmeny Estate. This was in the form of a row-boat ferry across the River Almond, which operated on demand with a small charge to users. In later years, the ferry had been financially subsidised by Dalmeny Estates. It ceased to operate during the 2001 foot and mouth outbreak, when access to the Estate was restricted. Once the outbreak was contained, the ferry did not recommence operating, in part because of the substantial investment that would have been required to maintain the wooden jetties.
- 1.2 The cessation of the service means that there is no direct coastal link for pedestrians between Queensferry and Cramond. A detour is required via Cramond Brig, approximately one and a half miles upstream. The path between the shore and Cramond Brig is unusable by cyclists and wheelchairs or buggies, as there are steep steps in places. This limits the potential for people to enjoy the natural resources of the area and restricts the opportunity for encouraging travel by sustainable modes.
- 1.3 Both the Cramond waterfront and Dalmeny Estate are very popular for outdoor recreation (walking and cycling) and supported by the recent investment by Sustrans of £68,000 to improve the condition of footpaths/cycleway network within the Estate. Although no usage data is available, it is clear that the area is highly valued by both local residents and those from further afield, particularly from Edinburgh.
- 1.4 The lack of a crossing of the Almond near the shore presents a significant gap in the proposed Round the Forth cycle route, being developed by SEStran constituent authorities. Work is underway on sections of this new flagship route, which is open to an interim standard running from Edinburgh to Callander via Stirling with routes on both sides of the Forth. The long term aspiration is for a route from Dunbar to St Andrews, running as close to the coast as possible. The River Almond represents one of the major diversions from this course.
- 1.5 In the light of this, JMP was commissioned by SEStran to undertake a review of reinstating a direct pedestrian and cycle link between Cramond and the Dalmeny Estate.
- 1.6 This report draws out the findings of that review. It outlines the objectives for the enhancement, gives the findings of a review of the feasibility of a new bridge and shows how public and stakeholder consultation informed the development of options. It then considers whether a reinstated ferry service or upgrades to existing routes could contribute to objectives.

2 Objectives

2.1 The required aim of the work was to:

- Identify the preferred means to re-establish the historic coastal link across the River Almond between Cramond and the Dalmeny Estate for pedestrians and make the route accessible for cyclists.

2.2 Discussion between client and consultant teams, which has been confirmed through public and stakeholder consultation, has identified that the preferred option should:

- Be as close as possible to the coast, so providing a convenient link for pedestrians (including those with limited mobility) and cyclists wishing to move along the coast;
- Have minimal adverse impacts and intrusion on the local environment or adjacent land and properties;
- Have minimal capital and revenue cost implications.

3 Bridge Options

- 3.1 The brief for the study made clear that it had been assumed that a bridge would form the preferred solution to meet the objectives. It anticipated that the main foci of the study would be the location and form of the bridge and how links to it would tie into existing or improved path/cycleway networks. This is of particular relevance on the west side of the Almond where there is no riverbank footpath adjacent to the river except that to the former ferry jetty close to the shore (there is a riverbank path from the shoreline to the Cramond Brig on the east river bank but is not accessible for cyclists or people with restricted mobility).
- 3.2 A tunnel was not considered in any detail, due to the excessive cost implications. Reinstatement of the ferry had not at the outset been seen as a realistic option, because of the anticipated high operating costs and limited accessibility for people with restricted mobility or cyclists. This view was reassessed as the study progressed, however, as explained later in this section. First, however, the bridge optioneering process is explained.

Bridge Location

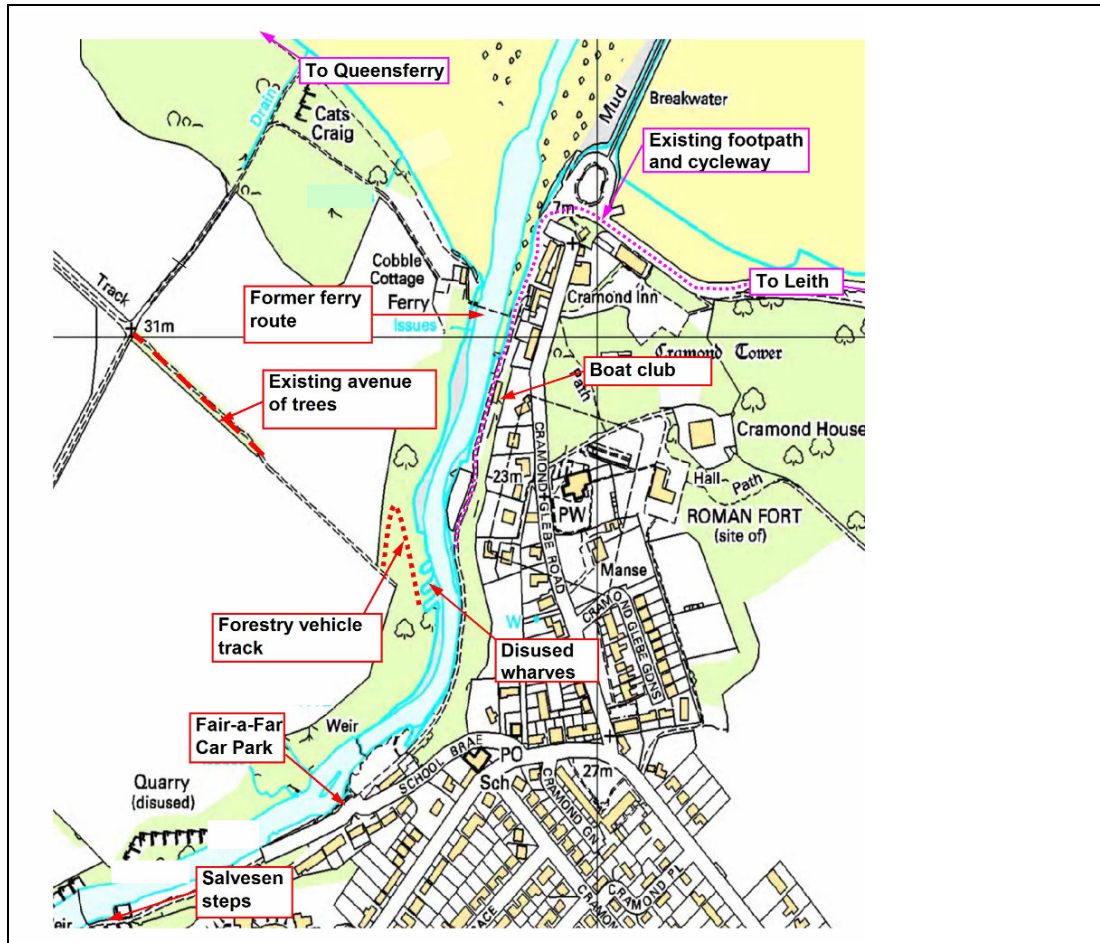
- 3.3 A preferred location for a new bridge is as close as possible to the coast. As the main aim of a new link is to facilitate movements along the coast, the further inland the bridge were to be located, the smaller the benefits become, especially if a bridge were to be sited close to the existing Cramond Brig.
- 3.4 Initially, therefore, consideration was given to siting a bridge at the location of the former Cramond ferry. This is adjacent to the coast, so would be convenient to most users, and links directly to existing footpaths on both banks. However, the Cramond Boat Club is located upstream (south) of this point. The only means of constructing a new bridge that would not preclude the Club's continuing operation would be for it to be very high (which would as a result have a large capital cost and potentially unacceptable visual intrusion) or for it to be of some opening/swing design (that would have both high capital and operating costs). A new bridge at this location was thus rejected from further consideration.
- 3.5 Furthermore, it was considered that a bridge significantly upstream of the Fair-a-Far car park was inappropriate. The Salvesen steps are on the existing riverbank path a short distance upstream of the car park; siting a bridge upstream of here would both preclude its use by people in wheelchairs and on cycles and also be sufficiently close to the existing Cramond Brig for benefits to be marginal¹.
- 3.6 Attention therefore focussed on feasible locations for a new bridge that were between the boat club and the weir upstream of the car park. Within this section of the river, however, there were further constraints at some locations. There are residential properties close to the riverbank path just downstream of the car park; a new bridge very close to these is likely to be considered to have unacceptable intrusion impacts.
- 3.7 Additionally, as there is no existing riverbank footpath on the Dalmeny side of the river in this section, enabling connectivity to the network of paths within the Estate became a key consideration. Any new paths in this area would need land-take from existing arable or woodland

¹ In any event, the Salvesen steps are closed for public access at the time of writing and have been for a number of weeks, notices citing that "they have become unstable". A detour of over a mile via public roads is therefore presently required for pedestrian access between the Fair-a-Far car park and Cramond Brig. On 9 January 2008, the City of Edinburgh Council Ranger Service reported that they anticipate the path remaining closed "for a number of months".

uses, neither of which is desirable. The location of existing paths in the area is shown on Figure 3.1 below. This shows the limited opportunities for links on the west side.

- 3.8 Lord Rosebery and his staff aided us with reviewing conditions on the Dalmeny bank of the river. This led to the conclusion that the west landing of the bridge would be most suitable adjacent to the disused wharves just upstream of the boat club. At this location, there is an existing forestry track adjacent to the west riverbank, so there would be minimal need for clearance of vegetation to create a new path (though ensuring that a link can be maintained whilst forestry operations are undertaken on the riverbank could present a problem). Further upstream, the western riverbank is higher and steeper, with no existing tracks. Further downstream, there is no track close to the river bank until the former ferry landing stage is reached, at which point a bridge is not considered to be feasible (see above).
- 3.9 By using the existing forestry track to provide access to the bridge on the west side, arable land take is also minimised. Although some land take would be required, a direct link to an existing avenue of trees could mean that the length of path across arable land is approximately 200m. A bridge at any other location would require a longer path. Dalmeny Estates indicated that the amount of land take from their farming operations of a 200m path could be acceptable, whereas others would place higher, and potentially unacceptable, costs to them.
- 3.10 Given that a bridge location at or close to the wharves is not directly adjacent to any properties on the east side of the river (those properties that have gardens running close to the riverbank from Cramond Glebe Road are significantly higher than the bank and would be at least partly screened by trees), does not interfere with boat club operations and yet is reasonably close to the shore, this became the preferred option.
- 3.11 This preferred location is shown indicatively on the plan included as part of the public consultation leaflet, a copy of which is provided in Appendix A.
- 3.12 No undue environmental constraints that would preclude construction of a bridge or approach paths were observed at this location, nor have been raised by consultees. However, it should be noted that this feasibility study has not reviewed environmental issues in detail, so we are unable to confirm that there are no constraints at this location that would prevent a new bridge being constructed.
- 3.13 Discussions with Historic Scotland have indicated that the wharves do not have any listed or protected status and that there are no other listed buildings or scheduled ancient monuments in the immediate area.
- 3.14 The proposed bridge location does lie within a Conservation Area, so were a decision to proceed with the proposals taken, early discussions with appropriate officers at the City of Edinburgh Council are recommended.

Figure 3.1 Study area and key local features



Bridge Form

Introduction

- 3.15 Bridge span configurations were derived by either locating the bridge within one of the existing wharves or one of the peninsulas between them. Locating the proposed bridge in an existing wharf results in a two span configuration with an approximate 31m main span over the river and an 11m side span in the dry dock. Alternatively, if the bridge was sited on a peninsula between wharves, a single span bridge of approximately 31m would be required with an approach embankment constructed on the peninsula.
- 3.16 The wharf option, although requiring an additional side span, allows the bridge to be constructed in the existing void and minimises the amount of tree clearance required to access the footpath beyond. The peninsula option requires less bridge superstructure but will involve more tree clearance to provide a suitable route.
- 3.17 There are numerous bridge forms which could be used in this situation but for the purposes of this section, the main selection criteria will be minimal cost and environmental intrusion, as suggested by the objectives for the crossing and a requirement of the study brief. A summary of other bridge forms which were considered but rejected as viable options is contained at the end of this section.

- 3.18 To comply with current design standards (BD 29/04 Design Criteria for Footbridges) the footbridge and its immediate approach ramps must comply with Disability Discrimination Act 1995 (DDA) and provide for full disabled access. This effectively means that the access ramps should have a maximum slope of 1:20 although this can locally be reduced to 1:12 if site constraints necessitate.

Design options

- 3.19 The site has restricted access and is in an area of natural beauty, so it would be preferable to limit the amount of work and time on site which would lead to a solution involving as much prefabrication as possible. Consequently it is likely that a steel bridge would provide the optimum solution as it can prefabricated off site and quickly lifted in place by mobile crane.
- 3.20 The minimum required width of a footbridge is 2.0m to provide unsegregated cycling and pedestrian access. If white line segregation was required, the minimum width would increase to 3.0m. As cyclists will be using the new bridge, the parapet height would need to be a minimum 1.4m above deck level.
- 3.21 The one main disadvantage of steel bridges is the exposed steel superstructure will require regular maintenance which will obviously have an influence in the whole life costing of the structure. However, corrosion protection system technology is continuously improving and that maintenance periods in excess of 30 years can now be achieved.
- 3.22 Foundations are likely to be reinforced concrete supported on bored cast-in-place piles, as this would allow minimal excavation and disruption to the existing site and eliminate the need for cofferdams, etc. when working below water table. This solution would also minimise the amount of work on the Dalmeny Estate bank, which is preferable due to the restricted access for plant on this side. It should be noted, however, that the choice of foundation can only be determined once adequate site investigation has been carried out, which is beyond the scope of this review.
- 3.23 The following bridge options are considered in more detail:
- Option A: Single Span Timber Clad Steel Girder Deck with Approach Embankment;
 - Option B: Two Span Vierendeel Girder Deck;
 - Option C: Single Span Vierendeel Girder Deck with Approach Embankment.

Option A: Single Span Timber Clad Steel Girder Deck with Approach Embankment

- 3.24 This option would have a structural steel deck comprising twin steel beams spanning between abutments, and could be provided with a hard wood timber fascia and parapet to give the appearance of a timber structure, more in keeping with the surrounding landscape. The steel beams would be braced on plan to provide sufficient resistance to horizontal effects from wind loading. Grooved timber boarding with anti-slip coating could be used for the decking. To add to the rural appearance, the approach ramps could be formed in stone for this option. A General Arrangement drawing of this option is contained in Appendix B.
- 3.25 We feel that the advantages of Option A are:
- More aesthetically appealing than other options;
 - Relatively easy to manufacture, transport to site and lift in place;
 - Short installation duration, minimising impact on local community;
 - Single span, therefore reduced superstructure costs.
- 3.26 However, Option A has the following disadvantages:

- Durability; timber cladding and parapet with require more maintenance and hence increase the maintenance costs;
- Increased bridge costs due to the hardwood timber cladding and parapet;
- Increased cost of approach ramps due to stone cladding and embankment on the Dalmeny Estate side.

3.27 The estimated construction cost for this option is £240,000, including the approach ramps but excluding costs associated with the formation of a suitable path on the Dalmeny estates side which is discussed later in this section. (Costs are estimated to comprise: bridge superstructure £100,000, stone faced approach ramps £50,000, foundations £90,000).

Option B: Two Span Vierendeel Girder Deck

3.28 This option is for a two span structure with each span comprising a half though Vierendeel girder deck with either an internal pedestrian parapet or mesh infill between the Vierendeel panels. The steel plate deck would be braced on plan to provide sufficient resistance to horizontal effects from wind loading. A General Arrangement drawing of this option is contained in Appendix B.

3.29 The advantages of Option B are:

- Lightweight sections therefore lower steel and superstructure costs;
- Relatively easy to manufacture, transport to site and lift in place;
- Short installation duration, minimising impact on local community;
- Two-span, therefore reduced approach embankment costs on Dalmeny Estate side;
- No timber elements therefore reduced maintenance costs.

3.30 However, this option has the following disadvantages:

- Structural form is not the most aesthetically pleasing;
- Longer superstructure therefore increased fabrication costs;
- Steel structure still requires maintenance, albeit at a reduced frequency than compared with timber.

3.31 The estimated construction cost for this option is £250,000, including the approach ramps but excluding costs associated with the formation of a suitable path on the Dalmeny estates. (Costs are estimated to comprise: bridge superstructure £130,000, steel approach ramps £30,000, foundations £90,000).

Option C: Single Span Vierendeel Girder Deck with Approach Embankment

3.32 This option is similar to Option B but the footbridge has a single main span with an approach embankment on the Dalmeny estates side as with Option A.

3.33 The identified advantages of Option B are:

- Single span therefore reduced fabrication and superstructures costs;
- Lightweight sections therefore lower steel and superstructure costs;
- Relatively easy to manufacture, transport to site and lift in place;
- Short installation duration, minimising impact on local community;
- No timber elements therefore reduced maintenance costs.

3.34 However, this option has the following disadvantages:

- Structural form is not the most aesthetically pleasing;
- Increased approach embankment costs on the Dalmeny Estates side;
- Steel structure still requires maintenance, albeit at a reduced frequency than compared with timber.

- 3.35 The estimated construction cost for this option is £220,000, including the approach ramps but excluding costs associated with the formation of a suitable path on the Dalmeny estates. (Costs are estimated to comprise: bridge superstructure £130,000, approach ramps £30,000, foundations £60,000).

Other forms of crossing considered but rejected

- 3.36 In addition to the above, the following forms of crossing were initially considered as part of the feasibility study but were rejected for the reasons listed below:

Table 3.1 Rejected design options

Form of Construction	Reasons for Rejection
Steel Truss	Aesthetically unappealing and obtrusive at the site location.
Cable-Stayed steel deck	Increased cost (1.5 to 2 times cost of more standard options) and possibly more contentious with regards to public perception. Client team advised that iconic structures were inappropriate.
Steel suspension bridge	Increased cost (1.5 to 2 times cost of more standard options) and possibly more contentious with regards to public perception. Increased amount of work required to be carried out on the Dalmeny estates side. Client team advised that iconic structures were inappropriate.
Timber structure	Potentially high maintenance cost. Reduced span would require mid-river pier, with resultant construction and potential wash-out risks.

- 3.37 The City of Edinburgh Council has indicated that it is unable to commit to funding any of the options at this stage but that should options be pursued then the preferred scheme may be able to be included in a list of potential schemes as part of a cycling strategy/action plan

Links to a New Bridge

- 3.38 Foot/cycle path links would be readily available on the east bank of the River Almond at the proposed location as the bridge would land directly onto the existing riverside path. There is sufficient space available to ensure that a DDA-compliant ramp could be constructed and that existing movements along the river path would not be impeded.
- 3.39 Links on the west bank are more challenging, given the distance from the river to the existing network of paths within the Dalmeny Estate. As stated earlier, the Estate considers that the loss of limited arable land to construct a path across the field at the top of the track from the riverbank could be acceptable. Of greater risk is the potential conflict between a new foot/cycle path as it climbs the riverbank (which is approximately 10m in height at this point) and forestry operations.
- 3.40 There is an existing dirt track which passes the disused wharves and leads up to the field above. This is used by the estate for vehicular access to the riverbank for tree felling operations and it may be possible to utilise this track, or parts of it, when forming the new path, so reducing the need for clearance of vegetation. According to Dalmeny Estates, forestry operations occur infrequently in this area, but also irregularly, depending on the need to clear particular trees when required.
- 3.41 To comply with current design standards (BD 29/04 Design Criteria for Footbridges) the footbridge and its immediate approach ramps must comply with the DDA and provide for full disabled access. This effectively means that the access ramps should have a maximum slope of 1:20 although this can be locally reduced to 1:12 if site constraints necessitate. Clearly on the western riverbank a

case could be made that the site is constrained. It should be noted however that some of the existing footpaths within the Dalmeny Estate do not conform to DDA standards for gradient and surfacing (as they are rural paths). As such, whilst any new bridge or path would need to accord with DDA standards, there is no guarantee that onward movement through the Estate would be possible for people with limited mobility.

- 3.42 A foot/cycle path would need some form of surfacing. Unless built to highly expensive standards, this would be damaged by the heavy logging vehicles, especially as fallen trees are sometimes dragged out from surrounding woodland at present. Because of the irregular nature of vehicular access, temporary closure and subsequent maintenance of a path to accommodate this cannot be efficiently planned and we have serious concerns, not least because of on-going closure of the riverside path at Salvesen steps, of the ability of any surface to be reinstated speedily following damage.
- 3.43 No solution to this has been identified. Even if the new pathway were located at one side of the existing track to minimise conflict with forestry operations, there is no route for the pathway that would not potentially have to be crossed by vehicles at some times. Dalmeny Estates are unwilling to accept responsibility for maintaining a foot/cycle path and it is unlikely that any public sector authority would wish to do so when forestry operations will need to continue on an unspecified *ad hoc* basis, so the financial implications cannot be anticipated.

Public and Stakeholder Consultation

- 3.44 A bridge at the location described formed the basis of consultation with local residents and key stakeholders. The report of the consultation is given in Appendix C.
- 3.45 Overall, the large majority of people consulted were strongly supportive of the reinstatement of a direct link between Cramond and the Dalmeny Estate. Most respondents were local people that would welcome ready access across the river either for their own benefit or that of visitors to the area.
- 3.46 Most believed that a bridge was the most appropriate form for a link, and no consultees expressed the view that other locations than that suggested by our assessment for a bridge were preferable.
- 3.47 A significant proportion of consultees recognised, however, that the construction of a bridge could have unwelcome side-effects for the Dalmeny Estate. A few mentioned that it would tend to lead to more people in the eastern part of the Estate, and hence the potential for increased disturbance to wildlife, but a much larger proportion considered that anti social/undesirable behaviour could result in this area. However, a number of people felt that the improved access would lead to more (responsible) visitors thus giving a form of increased activity/observation and thus acting perhaps as a deterrent to some of the antisocial behaviour caused by a very small minority of visitors.
- 3.48 Local groups contacted are also broadly supportive of reinstatement of the link, though some also raised concerns about anti-social behaviour (these including the Cramond Boat Club and the Cramond Angling Club).
- 3.49 Lothian & Borders Police have been made contacted during this study and are aware of some of the incidents of antisocial behaviour in this area. They feel the provision of a bridge would in itself not be a determining factor in any increase in anti social behaviour and that this type of offence is more an indication of the vagaries of human behaviour which at times still amaze them. They also felt that increased public use could be a deterrent to some forms of antisocial behaviour.

- 3.50 After lengthy consideration and much co-operation with the development of this review, Dalmeny Estates concluded that they could not support the construction of a new bridge. Their reasons are stated in a letter to JMP of 22 November 2007, reproduced in Appendix D of this report.
- 3.51 Our understanding is that the landowner's lack of support does not in itself preclude the construction of a new bridge but that it does place significant risks. In particular, these risks could relate to the reliable availability of a high quality, well maintained foot/cycle link between the bridge and the existing path network of the Estate, given the Estate's need to access the area using heavy logging plant on an occasional basis. It is possible that an agreement could be reached in this regard following dialogue with Dalmeny Estates on issues of maintenance liability and the movement of heavy vehicles in relation to necessary estate work which would affect the structure/condition of the footpaths adjacent to works and it is recommended that early dialogue is entered into should a decision to pursue a bridge option be made.

Right to Create Access

- 3.52 Local authorities (or other public bodies) cannot in their own right necessarily build or create new footpaths/ways on land not under their control or ownership. However, within the provisions of the Land Reform (Scotland) Act 2003 local authorities are able to acquire land to create a new access route. Section 16 of the Act states that:

“(1) Where it appears to the local authority to be necessary or expedient for the purpose of enabling or facilitating the exercise of access rights in respect of any land to which this section applies that the land be acquired by them, the authority may—

(a) acquire it by agreement (whether by purchase, feu, lease or excambion); or

(b) with the consent of Ministers, acquire it compulsorily.

(2) The land to which this section applies is land other than—

(a) land in respect of which access rights do not extend by virtue of section 6(1)(a)(ii), (d), (e) or (f) above;

(b) land which has been exempted by order made by the local authority under section 11(1) of this Act.

(3) A local authority shall hold and manage any land acquired by them under this section so as best to facilitate the exercise of access rights.”

- 3.53 Subsection 2 prevents land on which access rights are not exercisable from being acquired but this is not considered to be applicable in this case.
- 3.54 Therefore, the City of Edinburgh Council, as the local authority, does have the power to purchase land on which to create a new access. We believe that this power would extend to land to construct a new bridge and a pathway to it. However, the Council would need to demonstrate that that this is “necessary or expedient” to create access. Legal advice would need to be sought to determine whether this condition could be deemed to be fulfilled in creating a new access point to the Dalmeny Estate.

Bridge Access Issues

- 3.55 Through the course of the work described above, a number of queries relating to restricting access to a potential bridge arose, as a potential option for minimising anti-social behaviour. Whilst the Scottish Outdoor Access Code states that everyone has the right to be on most land and water for recreation, education and for going from place to place providing they act responsibly, it is clear that not everyone follows this Code.
- 3.56 It has been suggested that any bridge could be gated (closed) between perhaps dawn and dusk. This was suggested in the context of the potential for perpetrators of anti social behaviour gaining access to Dalmeny Estates at a point with no real potential for observation or indeed pursuit by the Police. However, the legal position on this proposal has been researched and there are several areas of legislation that would prohibit such action.
- 3.57 Any restriction of access, even at specific and specified times of day, would require an 'order' being promoted under the planning or roads legislation, namely the Roads (Scotland) Act 1984 and or the Town & Country Planning Act 1990. Several attempts by Local Authorities have been made to stop up footpaths adjacent to residential property on the grounds of anti-social behaviour, however all such applications to date have been turned down by the Reports Office at Public Inquiry held as a result of objections from members of the public.
- 3.58 In the case of planning, the closure order would be considered in light of a development which requires a section of, in this case, a footpath to be closed because of a physical development which required the removal of the footpath. The consideration of the order would in general be given at the same time or subsequent to the planning application being determined. If the planning authority granted planning permission, by default the closure order would be required as a direct result of the planning permission and would be promoted (made) under that legislation. Clearly in this case no order could be promoted as no development is planned.
- 3.59 In case of a road (footways and footpaths are termed as roads in the legislation) order, the legislation is slightly more complex. There are two permitted reasons to grant an order that closes/denies access to the public: the first is where footpath (road) is no longer required and the second where there is a reasonable alternative.
- 3.60 In the first case if one person objects to an order to close (restrict access) on the grounds of 'no longer required', by default in that person objecting on the grounds that they require access means that the order could not be made, particularly as there would undoubtedly be some legitimate users of the bridge that would wish to cross early or late in the day. In the second case it is unlikely that the detour of at least two miles would be seen as reasonable.
- 3.61 The issue is perverse inasmuch as that by proving a bridge where there is currently no access, to then deny access even at specific times would the order process must be adhered to. However, it is our view that the formation of a bridge would enact these conditions of its use. Therefore, given the foregoing, it is recommended that the option of closing the bridge access at specific times could not be pursued.
- 3.62 Unlocked gates on the bridge and/or access paths may be a means of discouraging some undesirable access and these could be considered in more detail were proposals to be taken forward. There could be considered precedent in closures/denying access in public spaces with regard to Parks under the control/ownership of a local authority and governed by Local By-Laws

and this is an option that could be considered with the Legal Department of the City of Edinburgh Council.

- 3.63 Regarding the above it is still our considered opinion that closure of a new bridge by time of day would be fraught with problems in not only its implementation but more importantly in its operation and effect on users of the open space.

Conclusion

- 3.64 It is clear that a new bridge the River Almond at Cramond accessible to pedestrians and cyclists could have a significant contribution to the objectives for this review. Local people that responded to the consultation undertaken during this project are, in general, strongly in favour of reinstating a link.
- 3.65 Our work has identified that a preferred site for the construction of a new footbridge across would be at or close to the site of the disused wharves that are on the west bank of the river, just upstream of the boat club, as indicated on the appended consultation leaflet. A detailed review of the environmental and planning implications of a new structure (which is beyond the scope of this assessment), as well as conclusion of the preferred design option, would be required, but we anticipate that a new structure could be provided at this location. A new bridge could meet relevant standards for the structure and for DDA compliance without undue impact on the surrounding environment or communities.
- 3.66 However, it is clear that support from Dalmeny Estates for a new bridge is unlikely to be forthcoming, largely due to their concerns about anti-social behaviour that could result from increased access to part of the Estate. It may be possible for the local authority to obtain approval to purchase the land for the construction of a new link under access legislation. However, we consider it preferable that early discussions with Dalmeny Estates are pursued in order to work towards mutually acceptable solutions.
- 3.67 Dalmeny Estates have stated, however, that they would support the reinstatement of a passenger ferry, providing that no financial responsibility was placed on them. Our attention thus turned to consideration of this as an option for meeting the study objectives.

4 Other Options Considered

- 4.1 In this section we introduce two non-bridge options to improve access between Cramond and the Dalmeny Estate: the reintroduction of a passenger ferry and the upgrading of the path on the east bank of the River Almond between Cramond and Cramond Brig to enable its use by cyclists, buggies and wheelchairs.

Passenger Ferry Reinstatement

- 4.2 It is our assumption that any ferry would operate at (or very close to) the location of the previous operation, as this ties into the footpath networks on both sides of the river without the need for extensive new path construction.
- 4.3 The previous passenger ferry had operated by a row-boat, with a full-time ferryman. It had operated daily (except Fridays) from 0900-1300 and 1400-1700 (1600 in winter). Access to the boat relied on steps, so the service was unavailable for people in wheelchairs or, without difficulty, with buggies and cycles.
- 4.4 For most of at least its latter years of its operation, the ferry did not cover its costs from passenger revenue, requiring considerable financial support from Dalmeny Estates. We have not had access to any information on usage of the ferry in the years before its cessation, but understand that the most recent fare charged was 50 pence per adult single journey.
- 4.5 It is also our understanding that, were a service to restart, both jetties would need to be reconstructed. That on the Dalmeny side is wooden and, after several years without maintenance, is beyond repair. On the Cramond side the boat docked by a set of steps, an arrangement that poses safety risks.
- 4.6 We envisage that any reinstated ferry would again be operated by a small manned vessel, so requiring stepped access. We cannot foresee a scenario whereby a reinstated ferry service at Cramond would be operated by a vessel sufficiently large to afford step-free boarding and alighting.
- 4.7 Any new jetties would need to be readily accessed by disabled people (in line with the DDA), but (perhaps perversely in the legislation) the boat service itself does not. Cost estimates of jetties to afford access to any ferry have been determined in the region of £85,000, (excluding the cost of a ferry boat and the required staffing to operate the vessel) a figure approaching half the cost of a bridge structure, which would be accessible to some wheelchair users and certainly accessible by cycle and buggies. The technical feasibility of providing these jetties has not been explored in detail and additional costs are possible.
- 4.8 In addition to the cost of the jetties, capital investment would be required for a new boat and some minor path works on the Dalmeny bank. Additionally, some form of shelter or office would be required for the ferryman (the former ferryman's cottage now let out for other uses). We estimate that the costs of these items would be between approximately £10,000 and £20,000, but this is not based on detailed assessment, so there is significant uncertainty in this at present.
- 4.9 There would then be the need for on-going operating costs. If it is assumed that the ferry would again operate using a row boat, then these costs would be limited to staff time (assumed to be 1.5 full-time job equivalent for a seven-day per week year round operation) at a total employment cost of £25,000, plus a limited additional element of for general maintenance and other costs.

- 4.10 Overall therefore, and including some element for contribution to capital cost, we estimate that a total income of approximately £40,000 per annum would be required for the ferry to cover its costs.
- 4.11 Taking the forecast costs of operation, it is possible to estimate the annual usage of the ferry that would be required for its costs to be met from passenger revenue, as shown in Table 4.1 for a number of potentially-plausible fare options.
- 4.12 Demand for use of the ferry is likely to be highly dependant on season and day of week. Data from other tourist and leisure activities in Scotland shows that, on average, usage in peak summer months is approximately nine times greater than that in the winter for paid-admission attractions², information that we consider to be reasonably transferable to the Cramond ferry option. Meanwhile, the Forestry Commission report that 45% of all visitors to their locations do so on weekend days, the remainder on weekdays³.
- 4.13 Table 4.1 also provides estimates of the numbers of passengers on typically busy and quiet days, in order to show the level of demand required at break even levels.

Table 4.1 Break even ferry patronage forecasts

Assumed single fare per passenger	Passengers per annum to break even	Passengers per average day to break even	Passengers per January weekday to break even	Passengers per August weekend day to break even
£0.50	80,000	220	55	1,040
£1.00	40,000	110	30	520
£1.50	27,000	75	20	350

- 4.14 There are no comparable leisure activities in the area, but for comparison, in 2006 (according to Visit Scotland figures) total annual visitor numbers at the following attractions were:

- Royal Yacht Britannia: 281,000
- Abbot House & Gardens: 93,000
- Linlithgow Palace: 52,000
- RSPB Vane Farm (Kinross): 48,000
- Blackness Castle: 14,000
- Culross Palace: 10,000
- House of the Binns: 3,000.

- 4.15 We would hesitate to give a recommendation as to whether or not a new ferry service could achieve the required levels of patronage to cover its costs from passenger revenue without a more detailed investigation of costs and survey work to ascertain potential usage. However, it is perhaps unlikely that a ferry could be financially sustainable for year-round operation without external support. The City of Edinburgh Council has indicated that it is unable to commit to funding capital or revenue costs of the ferry at this stage.
- 4.16 We feel, however, that given the anticipated level of support for reinstatement of a link across the River Almond, it may be possible to secure community or voluntary support for operating the

² The 2006 Visitor Attraction Monitor, Visit Scotland. Table 3.2.2. Available at:

<http://www.visitscotland.org/vam2006analysis.pdf>

³ <http://www.forestresearch.gov.uk/website/ForestStats2006.nsf/byunique/recreation.html>

service. If this is the case, and capital costs could be funded, then a financially-sustainable service may be feasible, at least for operation at peak time.

- 4.17 No foreseeable ferry will, however, provide step-free access. Disabled people, people with buggies and cyclists are likely therefore to be excluded from any benefits that it could provide. As such, whilst a reinstated ferry would undoubtedly be supported by many people, it could make only partial contributions to the objectives for sustainable mode access for all that this review seeks to provide.
- 4.18 A new bridge over the River Almond therefore remains preferable option to meet the study objectives. Should a bridge option decide not to be pursued, however, reinstatement of the ferry may be worthy of more detailed consideration.

Riverside Path Upgrade

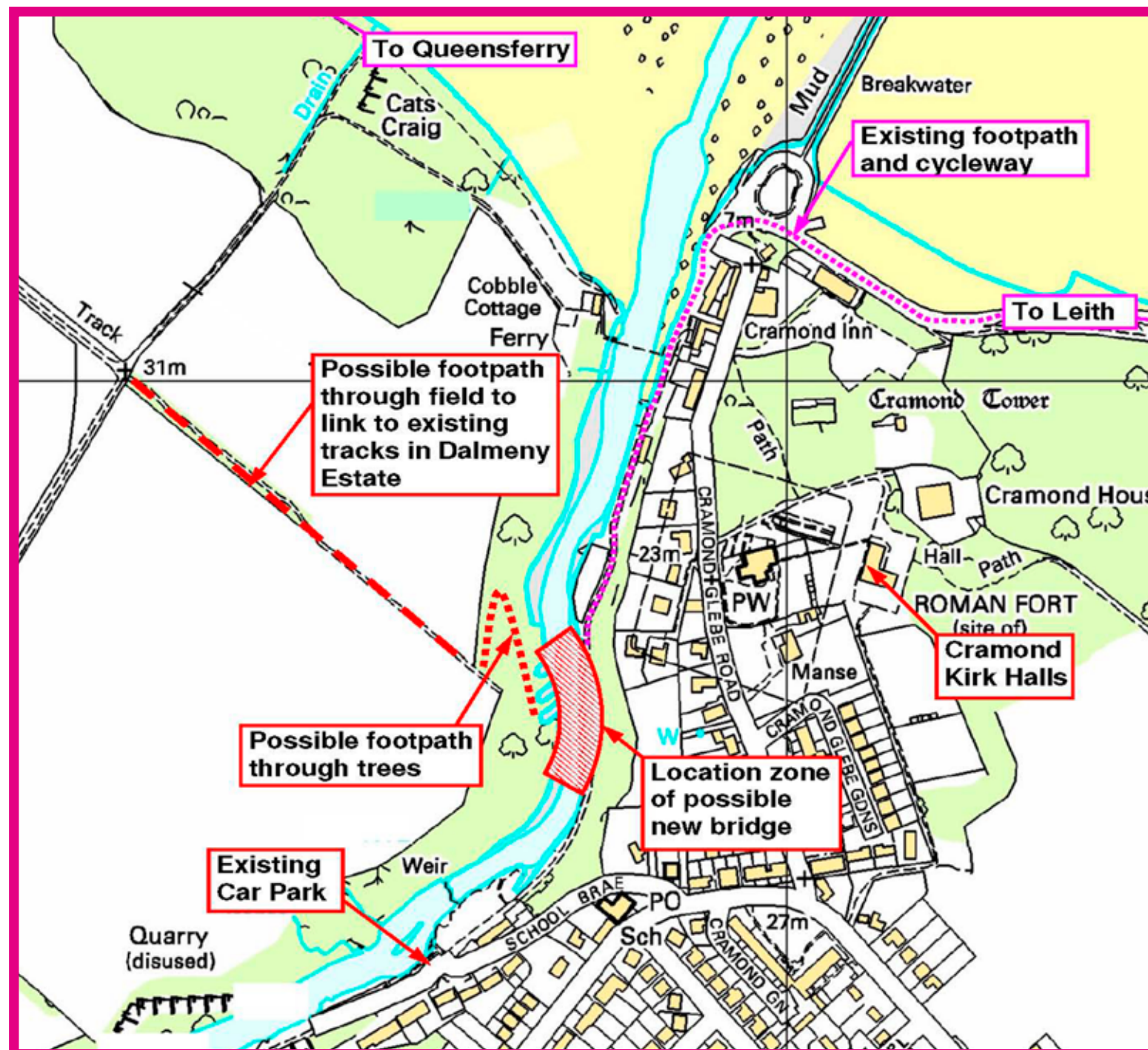
- 4.19 Given the issues surrounding lack of landowner support for construction of a new bridge across the Almond and that, even if a new ferry could operate it is highly unlikely to provide easy access for cyclists, buggies or wheelchairs, a review of the potential for upgrading the existing riverside pathway has been undertaken.
- 4.20 The existing path on the east bank of the River Almond from Cramond to Cramond Brig necessitates a large detour for people wanting to travel along the coast but is in a highly scenic setting and hence is an attractive route for many users. At present, it is wide, well surfaced and readily accessible to all between Cramond and the Fair-a-Far car park. To the south, however, the narrowness of the river valley and the cut of the river into surrounding rock mean that the path climbs and then descends two set of stairs both of 70-80 steps (the Salvesen Steps).
- 4.21 It is possible to conceive of an engineering solution that would provide a DDA-compliant path along the riverbank throughout. It is our clear recommendation, however, that both the environmental and financial costs of doing so are so great as to preclude this from further consideration. Substantial land take would be required to create the length of path needed for such a height gain and fall. This would result in significant damage to vegetation, to an extent not considered to be acceptable in this location.
- 4.22 Because of this, the financial cost of constructing such a path has not been estimated in detail. The cost would be, however, significantly greater than the cost of construction of a new bridge across the river, even without land acquisition (it appears that a DDA-compliant path at the Salvesen Steps would need to encroach on private land).
- 4.23 Because we consider a DDA-compliant path to be unfeasible, we have looked to other means of improving access. In some other locations, cycle gutters are used on steps so that cycles can be pushed up or down. However, we believe that their use at the Salvesen Steps could represent a safety hazard: the substantial height difference and small landings could lead to serious accidents occurring were a cycle to be dropped by the user.
- 4.24 Overall, therefore, we see no feasible measures by which the existing path on the each bank of the River Almond can be made more accessible for cycles, buggies or wheelchairs.

5 Summary and Next Steps

- 5.1 This report has reviewed options for reinstating a link for pedestrians and cyclists across the River Almond at Cramond.
- 5.2 Options for a new bridge were considered. This concluded that there is strong local support for a bridge and that there is a clearly preferred location for a new bridge (which is at or close to the disused wharves that are on the Dalmeny bank). Initial work has shown that it would be feasible to construct a bridge at this location. A new path on the Dalmeny side would be required to link the bridge to the existing path network. Although feasible, this path would be at risk of damage caused by forestry operations undertaken by Dalmeny Estates.
- 5.3 Dalmeny Estates have co-operated with this review but have concluded that they could not support the development of a new bridge, citing concerns that increased access to the Estate would cause. The Local Authority may be able to obtain powers to purchase the land to provide a new link, but legal advice would need to be sought to confirm this.
- 5.4 An initial assessment of the potential for reinstatement of a ferry at Cramond has been completed. This indicates that a ferry is unlikely to be able to cover its cost for year round operation from passenger revenue. It would be highly unlikely that a ferry service could be made accessible for cycles and wheelchairs, so the benefits of this option are significantly less than for a bridge.
- 5.5 The potential for upgrading of the existing riverside path on the east bank of the Almond between Cramond and Cramond Brig has also been undertaken. This has shown that there are no feasible and acceptable means for improving its accessibility for cycles, buggies or wheelchairs.
- 5.6 It is clear, however, that a bridge is the only option that could fully achieve the objectives for this review.
- 5.7 In order to progress the work undertaken, we recommend that:
- SEStran agree to continue to pursue the footbridge option, having regard to Dalmeny Estates' position;
 - The City of Edinburgh Council investigate in detail responsibilities for maintenance of the bridge and footpath links in conjunction with Dalmeny Estates and the associated environmental and planning constraints
 - If a decision not to pursue is taken, decide whether to pursue ferry reinstatement in more detail.

Appendix A

Consultation Leaflet



The location of any bridge would be most feasible within the shaded area shown on the plan. The exact location of a bridge would require detailed engineering and environmental design work.

Where would it go?

SEStran and their advisers have undertaken initial feasibility work, including with Dalmeny Estates, to identify where a bridge could possibly be sited.

They would wish for any bridge to be as close as possible to the seashore, to be convenient for those people who wish to walk or cycle along the coast. However, there is a need for yachts to enter the mouth of the Almond and to ensure that the operations of the Cramond Boat Club are not affected. A lifting or swing bridge was considered at this location but both construction and operating costs are too great for it to be justified.

Further upstream, there is a need to ensure that a new bridge does not cause excessive inconvenience for any properties and that access can be provided on the Dalmeny bank of the river, as there is only an old track there at the moment.

It appears that there is only one stretch of river at which a bridge could realistically be provided. This is just upstream of the boat club, near where there are disused jetties on the Dalmeny side. Here a path to link to the tracks on the Dalmeny Estate could be constructed with minimum disturbance to trees and it is possible to land on the Cramond side at a location that is overlooked by few houses.

Any bridge would be expected to fit in with the landscape with visual impact minimised and may use wood in construction to help integrate with the sensitive environment.

The location for a possible bridge is shown on the plan on the adjacent page (left).

Crossing the Almond

Since the passenger ferry stopped operating in 2001, the historic link from Cramond to Queensferry through the Dalmeny Estate has been broken. The only option now is for a lengthy detour via Cramond Old Brig, which is off-putting to many people.

The desire to reinstate the link is strong, especially as it would enhance the Round the Forth cycle route. However attractive the idea may be, no ferry service would pay for itself now.

Because of this, SEStran (the statutory Regional Transport Partnership for South East Scotland) is leading work to identify the feasibility of a new bridge at Cramond that would enable pedestrians and cyclists to cross the Almond close to the seashore.

At this stage, no decision has been taken whether to construct a new bridge. The purpose of the work has been to discover whether it is possible to construct a bridge, where one could be sited and to consult with local people to understand the views of those that would be most affected.

The initial feasibility work has concluded that it would be possible to build a new bridge across the river that meets engineering design standards and is accessible according to the requirements of the Disability Discrimination Act, which sets standards for surfaces and gradients (amongst other factors).

Please tell us what you think

SEStran wants to hear your views about a new bridge for pedestrians and cyclists across the River Almond.

They and the consultation team (from JMP Consulting) are therefore holding a 'surgery' session at which you can come along and discuss any issue relating to the bridge in detail, face-to-face with the design team.

Staff will be on hand for the surgery at:

Cramond Kirk Halls (Millennium Room)

on

**Thursday 22 November between
4.00pm and 7.30pm**

Please come along any time during this period and tell us what you think.

We emphasise that no decision has yet been taken whether to build a new bridge or not and we want to hear local people's views before that decision is made.

If you cannot attend the surgery but would like to tell us your views, please put them in writing and e-mail to:
cramond@jmp.co.uk

or by post to:

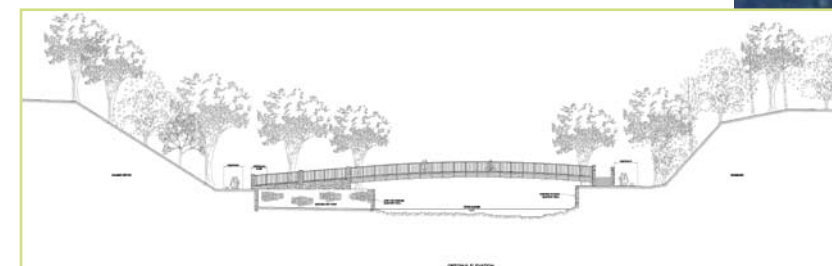
**Cramond Consultation
JMP Consulting
CBC House
24 Canning Street
Edinburgh EH3 8EG**

Please ensure that written comments reach JMP by Wednesday 28 November.

A new footbridge across the River Almond at Cramond?



Let us know
what you
think



Cover image purely indicative

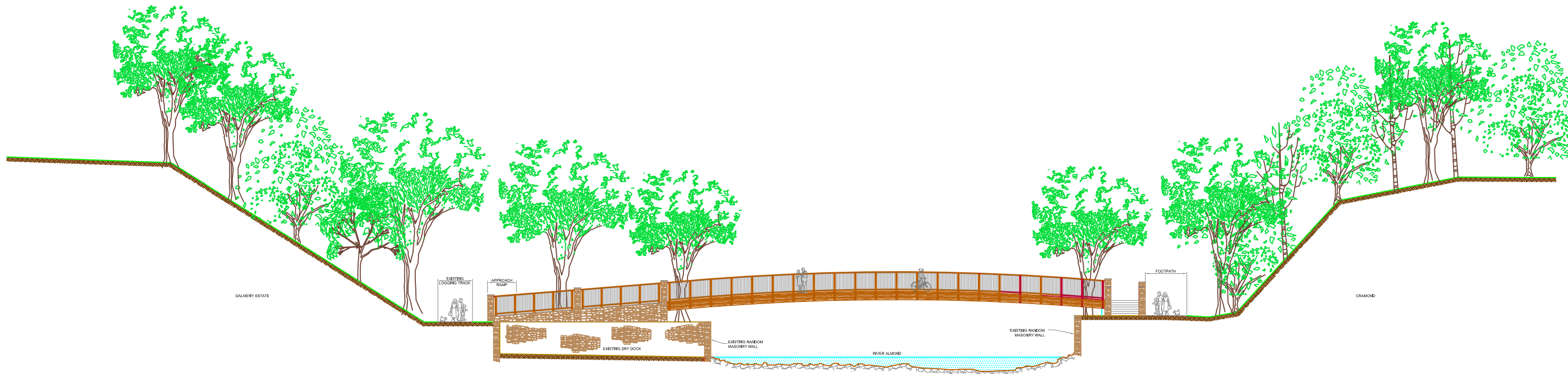
We look forward to hearing your views.

If you require this leaflet in large print or another format, please contact SEStran on 0131 524 5150.

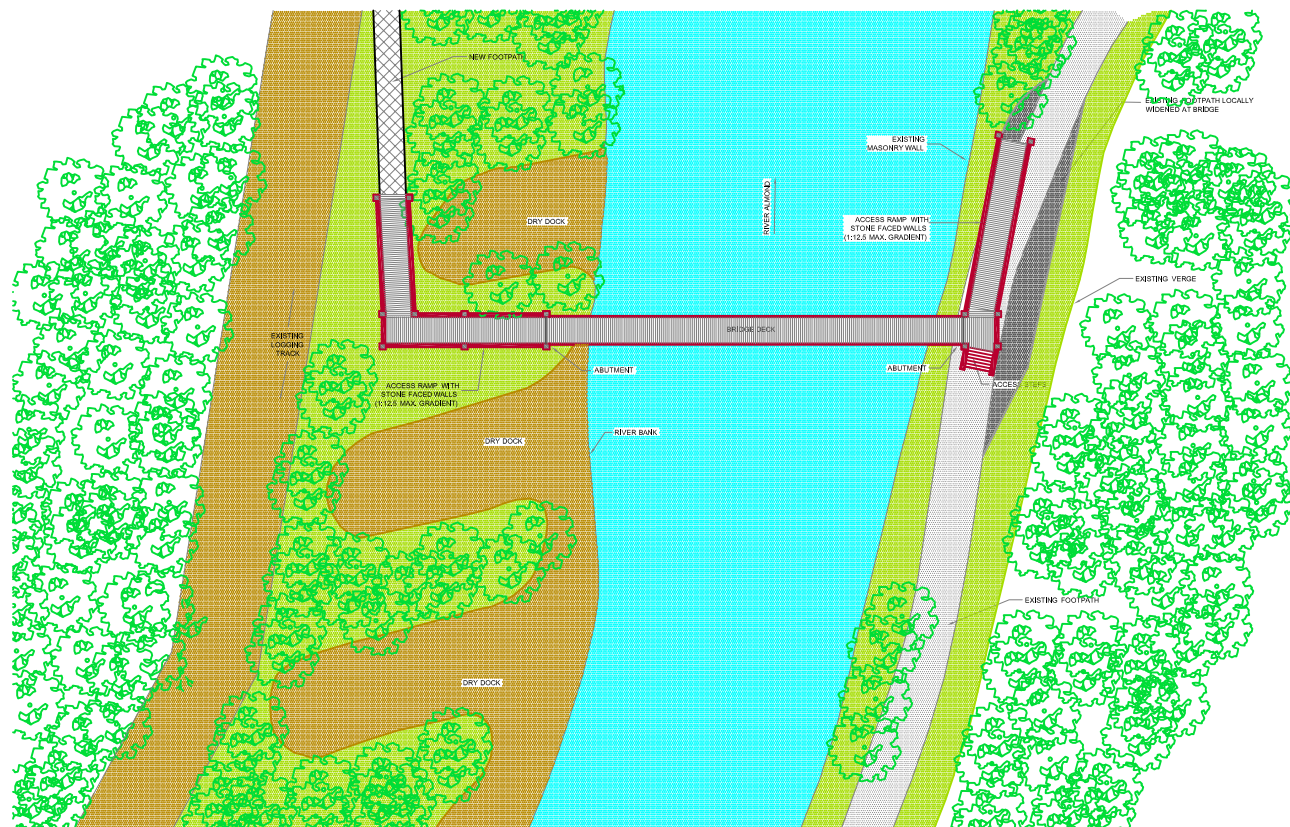


Appendix B

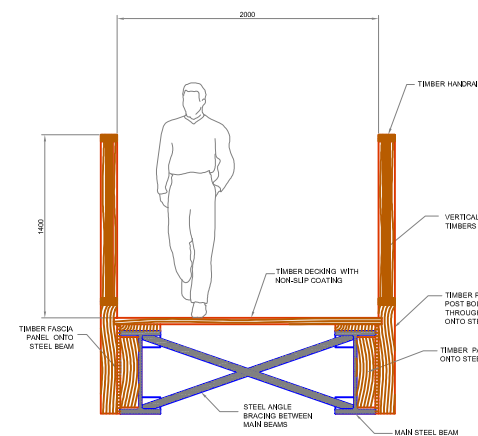
Bridge Option Arrangement Drawings



OPTION A - ELEVATION
SCALE 1:100



OPTION A - PLAN
SCALE 1:200



OPTION A - CROSS SECTION
SCALE 1:20

NOTE
THIS DRAWING IS FOR CONSULTATION PURPOSES AND THE INFORMATION SHOWN IS INDICATIVE ONLY. THE DECISION AS TO WHETHER A BRIDGE WILL BE CONSTRUCTED HAS NOT BEEN MADE AT THIS STAGE.

No.	Date	Revision	By	Check	Appr.

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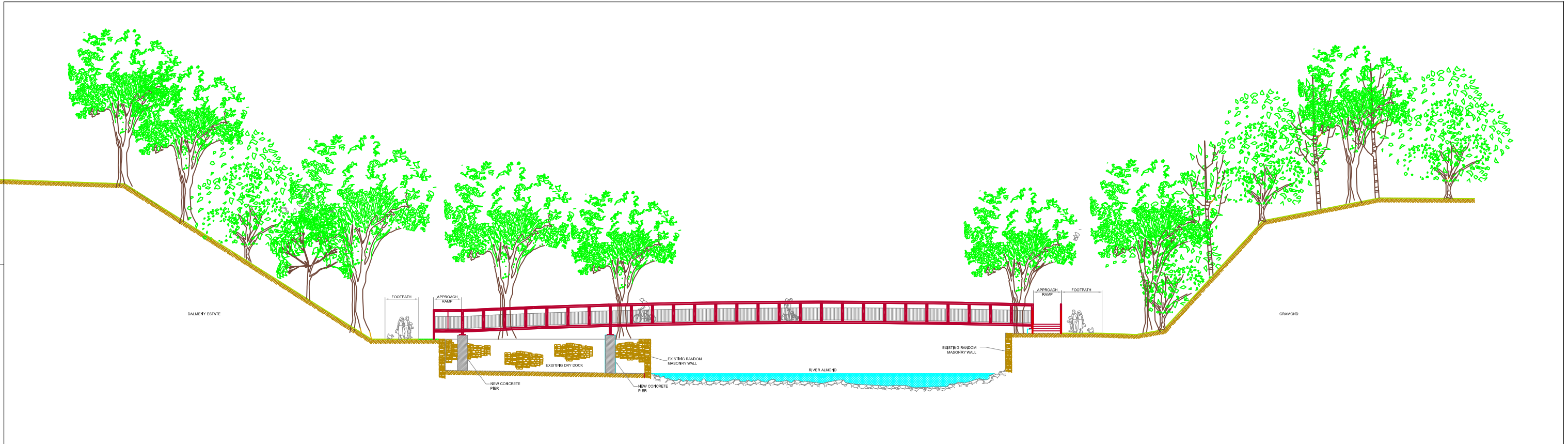


Client: **SEStran**

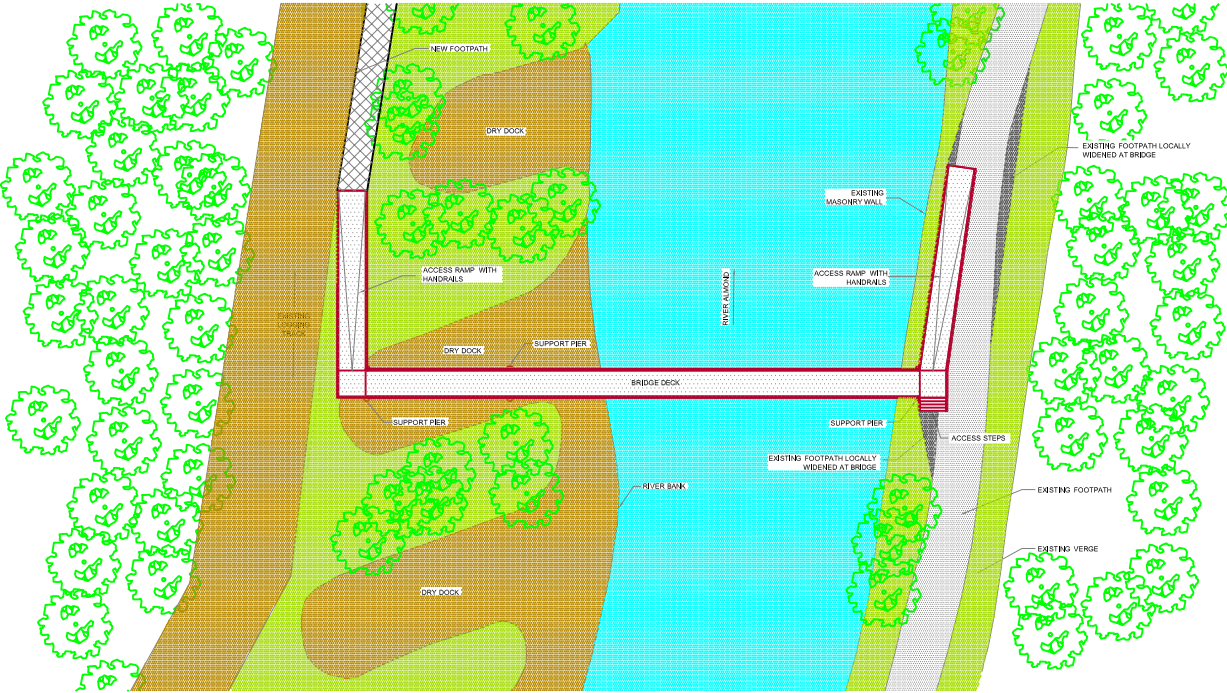
Project: **FEASIBILITY STUDY
CRAMOND BRIDGE**

Title: **OPTION A
STEEL BRIDGE WITH
TIMBER PARAPET AND FASCIA**

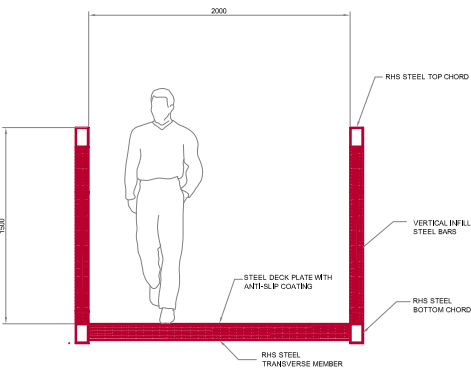
Drawn: WUS	Checked: WUS	Approved: GCJ
Original ing. date: A0	Date of issue: OCT. 2007	Date: AS SHOWN
Drawing No: CONSULTATION	Drawing Number: 01	Rev: -



OPTION B - ELEVATION
SCALE 1:100



OPTION B - PLAN
SCALE 1:200



OPTION B - CROSS SECTION
SCALE 1:20

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South East of Scotland
Transport Partnership

Client: **SEStran**

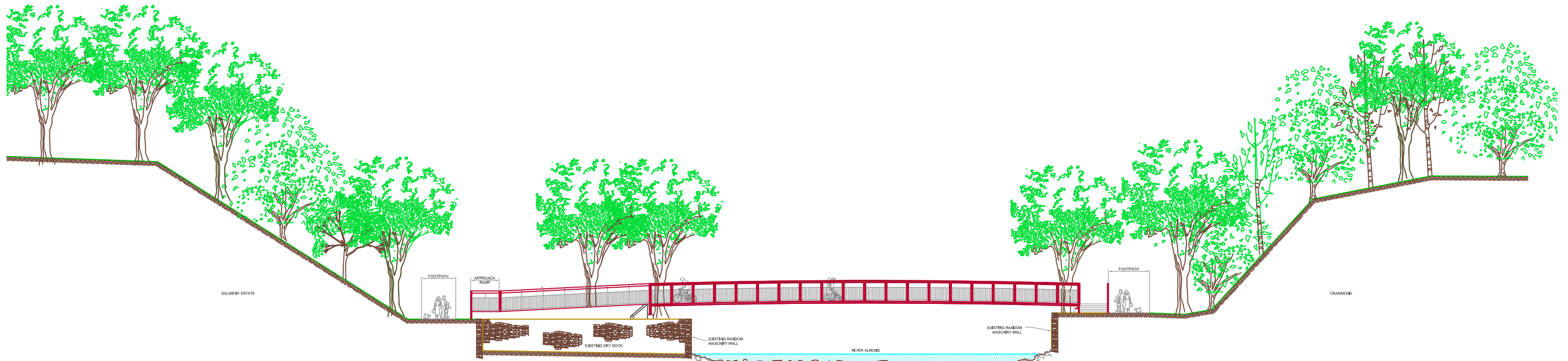
Project: **FEASIBILITY STUDY
GRAMOND BRIDGE**

Title: **OPTION B
VIERENDEEL GIRDER - TWO SPAN OPTION**

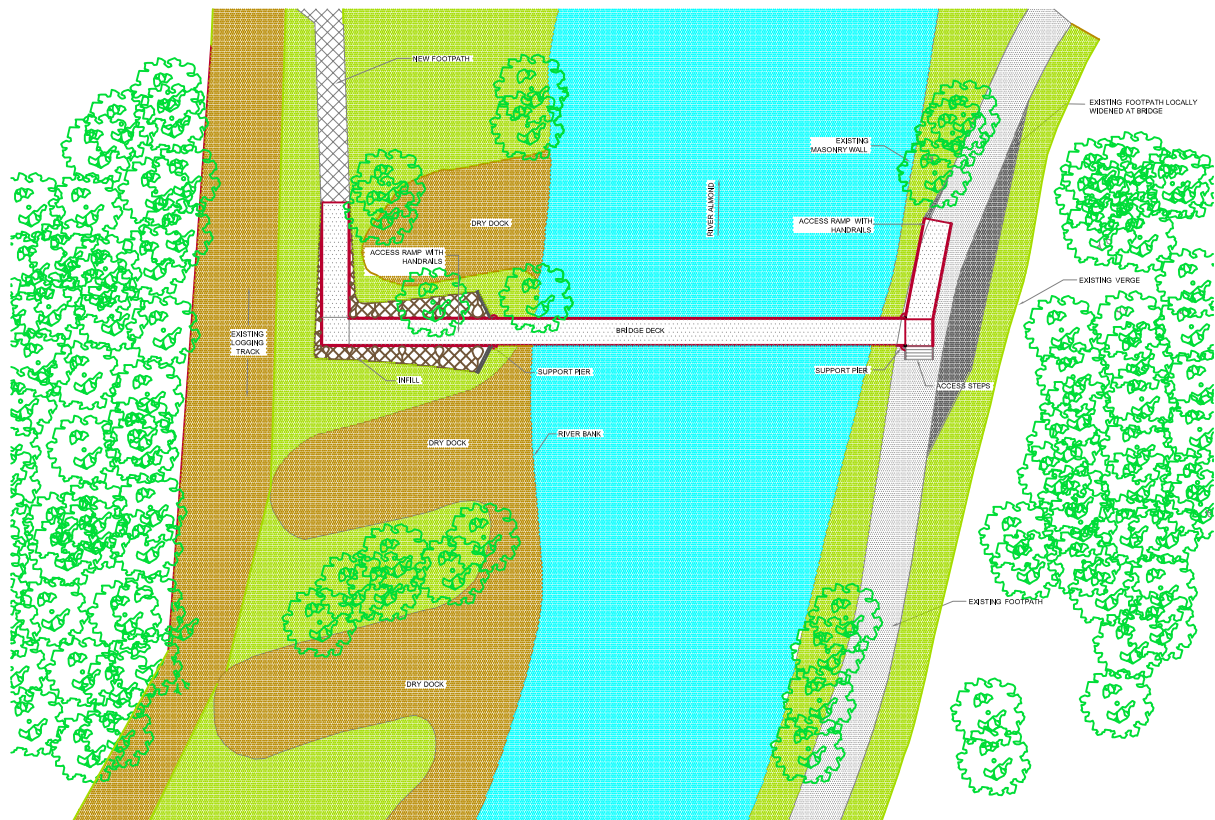
Drawn	Checked	Approved
WUS	WUS	GCJ

Original no. **A0** Date **OCT. 2007** Rev **AS SHOWN**

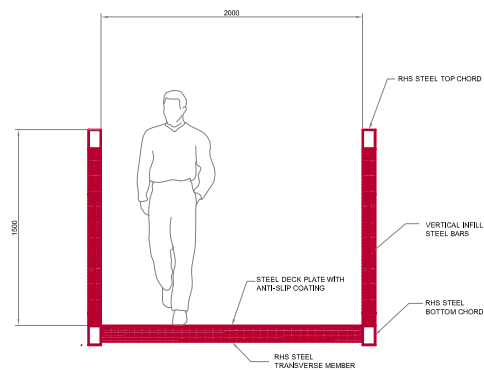
Drawing No.	Drawing Title	Page No.
CONSULTATION	02	-



OPTION C - ELEVATION
SCALE 1:100



OPTION C - PLAN
SCALE 1:200



OPTION C - CROSS SECTION
SCALE 1:20

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Rev.	Date	Project Name	Rev.	Date	Project Name
1	01/10/2007	FEASIBILITY STUDY CRAMMOND BRIDGE	1	01/10/2007	FEASIBILITY STUDY CRAMMOND BRIDGE

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South East of Scotland
Transport Partnership

SEStran

**FEASIBILITY STUDY
CRAMMOND BRIDGE**

**OPTION C
SHORT SPAN VIERENDEEL GIRDER
WITH APPROACH EMBANKMENT**

Drawn	Checked	Approved
WUS	WUS	GCJ
Original No. 40	001	001
A0	OCT. 2007	AS SHOWN
CONSULTATION	03	-

Appendix C

Consultation Report

Appendix C: Consultation Report

Introduction

- 1 This paper summaries the process and findings of public and stakeholder consultation undertaken as part of JMP's work for SEStran to investigate the feasibility of a new footbridge across the River Almond at Cramond.

Stakeholder Consultation Part One

- 2 On 11 September 2007 an initial stakeholder consultation letter (JW/B081005-001) was issued to the list of key contacts identified by SEStran prior to the commencement of the period of public and stakeholder consultation. A copy of the initial letter is enclosed at the end of this section. The list of key contacts can be found in Table 1 below:

Table 1: List of Key Stakeholders agreed with SEStran

CEC ¹ Councillors for Cramond / Queensferry: George Grubb / Kate Mackenzie / Norman Work	Cramond Boat Club
	Cramond Angling Club
Margaret Smith MSP	The Cramond Association
John Barrett MP	Cramond Community Council
Dalmeny Estates	Scotways
Forth Estuary Forum	Edinburgh & Lothians Greenspace Trust
Scottish Natural Heritage	CEC City Development
Scottish Environmental Protection Agency	CEC Planning Dept
Historic Scotland	CEC Transport Policy
Lothian & Borders Police	CEC West Neighbourhood Partnership Team
Lothian and Borders Fire and Rescue Service	CEC Ranger Service
Scottish Ambulance Service	Sustrans

- 3 This initial letter set out the context and the progress to date of the bridge feasibility study. It introduced SEStran and JMP Consulting; highlighted that a ferry once operated between Cramond and Dalmeny Estate and that a bridge would reinstate the link; and the desire to complete the 'Round the Forth' cycle route.
- 4 The letter mentioned that initial work by SEStran had identified a preferred site to be upstream of the Cramond Boat Club (CBC) and downstream of the steps of the weir on the River Almond at Cramond. JMP Consulting stated that a bridge at or close to the site of the ferry had been rejected for further consideration as there is no bridge option that would not interfere with the operations of the CBC without '*unacceptably high construction or maintenance costs*'.
- 5 JMP highlighted the fact that over the course of the next three months they would be investigating options for the location of the bridge and design type together with consideration of access routes on both banks of the river, impacts on the local residents and land owner and the environmental impact.

¹ The City of Edinburgh Council

Summary of Stakeholder Responses

- 6 Hamish Barrie responded on behalf of The Cramond Angling Club (TCAC) on 11 September 2007 by email, his comments have been summarised below:
- TCAC have the fishing rights from the Cramond Island to the Railway Bridge at the end of the runway at Edinburgh Airport which they lease from the Crown Estates and Earl of Rosebery Estates;
 - The River Almond is a spate river and any bridge would have to be high enough to avoid debris e.g. tree trunks, that can be washed down the river;
 - Disruption to the banks or ability to fish the banks would be a major issue;
 - TCAC has rights to both banks with members wading across; a bridge may increase the risk of poaching from the Estate side and thus club appointed bailiffs would have additional banks to manage and funding may be an issue; and
 - Anti-social behaviour may increase with the addition of a bridge and cause a problem in terms of policing within the Estate.
- 7 Scotways responded on 13 September 2007 and stated '*Scotways would be delighted if this project comes to fruition*'.
- 8 George Reid from The Cramond Association (TCA) responded to this initial letter on 15 September 2007, stating that '*The Cramond Association has taken a leading role in pressing for the reinstatement of the historic link between Cramond Village and the Dalmeny Estate*'. Also enclosed with this letter were copies of correspondence between TCA and various stakeholder groups dating back to November 2003, discussing the previously operating ferry and options for an alternative river crossing.
- 9 The City of Edinburgh Councils Bridge and Flood Prevention Department responded on 21 September 2007, stating their role as the Technical Approval Authority for new bridge structures. They also suggested a meeting to discuss potential options identified to allow any requirements they may have to be considered.
- 10 On 21 September 2007, JMP met with Rob Garner (RG), Commodore of the CBC in order to gain the views on a possible location identified for a bridge and to see if this initial location would have any adverse effects on boat club operations. The main outcomes of the meeting are summarised below:
- RG stated that CBC currently use the River as a mooring area during the warmer months and the boats are removed to the hard standing over the winter;
 - RG stated that the larger vessels do not travel any further upstream than the point in the river adjacent to the fenced storage area, however the boat club do run training events and smaller boats will travel upstream during this time;
 - It was agreed that these boats would not present a height issue for any bridge;
 - The issue of boat security was raised if a footpath were to run parallel to the river bank on the Dalmeny Estate towards the mouth of the River Almond and Cobble Cottage. At low tide the boats moored on the Dalmeny side become easily accessible by foot and a footpath at this location may encourage pedestrian access to this area of the bank and present a security risk;
 - RG's preferred location for a footpath leading from the bridge would be perpendicular to the river bank to link into the existing access roads currently on the estate;
 - RG mentioned that the river bank at Cramond has regular uses and thus there is a degree of natural surveillance; if a bridge were to be constructed and there was increased pedestrian / cycle activity, the possible security risk for the area may be reduced due to regular users acting as a deterrent;

- At times of high river spate, the water level can be up to the existing footpath on the Cramond Bank and there will be a structural issue for a bridge as large trees have been known to float down the river and any bridge constructed must be able to withstand a possible impact.
- 11 On 12 September 2007 members of the client team from SEStran and JMP attended a meeting with Dalmeny Estates to discuss the feasibility study and to ascertain the Estates initial viewpoint. At this meeting the Estate highlighted the presence of three disused wharves on the Dalmeny Bank which could be a possible location to land a bridge on the Estate side. A subsequent meeting was held on 6 November 2007 between JMP and Lord Rosebery and Jonathan Burrow where possible bridge designs and associated footpath routing were presented and agreed to be suitable as the basis for wider consultation.
- 12 On 22 November 2007, JMP received a formal response via letter from Jonathan Burrow, Factor to the Earl of Rosebery, outlining the Estates' view on the proposals. The Estate stated that they would not support the construction of a bridge over the River Almond but would support a ferry operation managed and financed by another body. The reasoning for this position have been summarised below:
- There is an existing route in the Estate via East Craigie Gate which caters for walkers, horse riders, cyclists and the disabled which meets the public needs;
 - A bridge would exacerbate current security problems arising from irresponsible access and antisocial behaviour and add to the management and maintenance responsibilities;
 - It would be impossible to prevent motorcyclists using the bridge;
 - The proposed location for the bridge has an historic interest;
 - A bridge and track would damage the beauty of the area;
 - The limited car parking within Cramond is not sufficient for current and future demand if a bridge was constructed;
 - Any track leading from the bridge must be built to a high specification to prevent damage by forestry operations; and
 - The Estate will not accept responsibility for costs associated with maintenance of the proposed access tracks and bridge.

Public Consultation Leaflet

- 13 The initial stakeholder consultation letter stated that once the potential options for bridge had been identified, JMP would be contacting to all residents that would be mostly affected by any proposals for their views and hold a public event in Cramond at which local residents could come along and discuss the study with members of the project team.
- 14 In order to advertise the event and encourage the local residents to come and share their views a leaflet produced and delivered on 12 November 2007 to over 300 households / businesses either side of Whitehouse Road between Cramond Glebe Road and Fair a Far, and those on or accessed via Cramond Vale, Fair a Far, School Brae and Cramond Glebe Road. A copy of the leaflet is enclosed at Appendix A for information.
- 15 The Cramond Community Council also advertised the event at their meeting on 15 November 2007 and kindly distributed leaflets on our behalf within the Cramond Community by placing leaflets in the local shop for residents to take with them and at Cramond Kirk Halls.
- 16 Although the leaflet invited residents to attend the public event, if they were unable to attend the leaflet suggested to respond to JMP in writing.

Summary of Responses to the Public Consultation Leaflet

- 17 JMP received a total of six letters from local residents, three of which are from residents who attended the public event. Five of the letters all are in support of a bridge crossing at Cramond, with remaining letter objecting strongly to the proposed bridge.
- 18 JMP (via the Cramond email box) received a total of 35 emails from local residents. All the emails were in generally in favour of the proposed bridge crossing.
- 19 The main view points raised in the letters and email are summarised below:
- Using the existing Old Cramond Brig link between the Dalmeny Estate and Cramond foreshore is quite inconvenient (particularly the case for cyclists due to the presence of steps on this route);
 - The bridge would form part of the 'John Muir Way';
 - There is a natural reluctance to turn inland on the coastal walk;
 - RSPB should be contacted due to the swimming and flying birds on the river;
 - A 2m bridge width may be very tight for two-way pedestrian traffic, and are horse riders going to be excluded?
 - Right-angled bends at the end of the bridge may cause collisions between users due to restricted sight lines but could be resolved easily with an appropriate design.
 - The local residents / visitors have missed the ferry crossing and a bridge would be a suitable replacement;
 - There is support for the rationale for the indicative location indicated in the leaflet;
 - The bridge would enhance the cycle route round the forth and encourage cycling in Edinburgh, Fife and South East Scotland;
 - The Dalmeny Estate is beautiful place to walk and since the loss of the ferry residents have not crossed the Almond as much to access it;
 - The existing car parks in Cramond are overloaded at present causing cars to be parked on the nearby residential streets;
 - The current footpaths on the Cramond bank are poorly lit and maintained and any new footpaths on the Dalmeny side would need considerable investment to bring up to standard;
 - There may be an increased risk of anti-social behaviour / security issues and littering on the Dalmeny Estate together with the environmental damage caused by walkers not sticking to the designated paths.

Public Consultation Event

- 20 The public event was held at the Cramond Kirk Halls between 4pm and 7.30pm on 22 November 2007. JMP and SEStran staff were present at the event to speak to attendees on an individual basis.
- 21 The event attracted over 40 attendees, the majority of which were local residents who had been made aware of the event via the consultation leaflet drop earlier in November.
- 22 The issues raised were very similar in nature and content to the points highlighted in the other responses summarised previously, however key themes emerged which are listed below. However, it is worth noting that very few comments were made regarding the bridge designs displayed at the event:
- A bridge would allow local residents to access the Estate as they feel the current detour via Cramond Brig is a too long and thus currently only utilise the Cramond side of the River Almond;

- Residents were in favour of the previously operating ferry, but appreciate that the likelihood of a ferry returning is minimal do to funding, infrastructure maintenance issues and health and safety concerns;
- A bridge at this location would be used by the local residents and would serve as a significant visitor attraction;
- There is significant visitor parking pressure already within Cramond and the presence of a bridge may only worsen the current situation and cause residents more problems;
- A bridge may create a very convenient escape route for criminals which would put them beyond the reach of the Police;
- The bridge may increase the levels of anti-social and criminal behaviour in Cramond and within the Estate itself;
- The idea of a control mechanism on the bridge was suggested to limit the number of visitors and access times but it was appreciated that this may be almost impossible within the current access laws and bridge design techniques;
- The bridge may allow motorcycles easy access onto the Estate which would cause problems;
- There was a mixed view on which bridge design was more favourable with no one design as a standout favourite;
- The shoreline in the Dalmeny Estate was highlighted as having nesting sea birds and disruption by members of the public may cause the birds to leave.

Stakeholder Consultation Part Two

- 23 On 9 November 2007, a second consultation letter (JW/B081005-002) was issued to the key stakeholders listed above, this is enclosed at the end of this section for information. This stated that feasibility work had been undertaken since the initial letter to identify where a bridge could be sited. The letter explained that SEStran would wish the bridge to be as close as possible to the mouth of the River Almond in order for it to be convenient for those people that walk or cycle along the coast. However it was important not to effect the operation of the CBC, cause inconvenience for any properties on the banks of the Almond and access must be provided on the Dalmeny bank of the river. The letter explained that after taking these factors into consideration it was apparent that only one stretch of river was suitable for a bridge to be realistically provided. This proposed location was shown on a plan in a public consultation leaflet which accompanied this letter, inviting the key stakeholders to attend the public event or to respond to JMP in writing.
- 24 John Dods sent a letter on 18 November 2007 on behalf of the Cramond Heritage Trust (CHT) and a second letter on 29 November 2007. Their comments have been summarised below:
- The CHT together with the TCA and CCC have been actively involved with attempts to get the link to the Dalmeny Estate reinstated;
 - The access to the Estate via Cramond Brig is remote from the areas commonly visited;
 - The CHT made reference to the existing footpaths / tracks on the Dalmeny bank from the Craigmill Quarry to the three wharves and from the ferry landing to the end of that same roadway;
 - The CHT view is that the best location is beside the entrance to the boat park as this would provide a shorter access path to the existing shore walk to Queensferry and prevent any damage to the historical docks on the Dalmeny Bank;
 - A bridge would require effective signage from the shore line at Cramond;
 - There is a need to avoid steep access paths on either bank for DDA compliance.
- 25 Margaret Smith MSP sent a letter on 3 December 2007 outlining her views which are summarised below:
- The bridge must be designed sympathetically to the environment;

- The link would enhance the Round the Forth cycle route and be of benefit to locals and visitors alike;
 - The bridge should be sited where the maximum number of walkers can access the bridge on both sides;
 - The bridge could potentially have an impact on car parking and other local factors;
 - The risk of antisocial behaviour must be addressed;
 - Would be keen to prevent motorcycles using the bridge, but this could be difficult.
- 26 SEPA wrote to us on 5 December 2007. This highlights some useful information about the potential flooding and ecological implications of the proposals and gives guidance relating to relevant standards and processes. It neither supports nor objects to the concept of a new bridge.
- 27 The CBC stated in a letter dated 11th December 2007, "We would like to confirm to you that the Cramond Boat Club is essentially neutral on the bridge proposition, and as a club is neither for nor against the bridge as a proposition at this feasibility stage". The CBC also highlighted the fact the Club's moorings arrangements have always left 'ferry gaps' in the two lines of moorings and continue to leave those gaps despite the non-operation of the ferry in the past years.
- 28 Katharine Taylor, Development Manager for Sustrans Scotland, wrote to JMP on the 17th December 2007. The letter confirmed Sustrans' support for the proposals as a 'new bridge for cyclists and pedestrians across the River Almond is key to improving access in this area'. The letter reiterated the long term objective of extending the National Route 76, a bridge across the River Almond being an important link in this coastal route. Sustrans also made reference to the inadequate standard of footpath from Cramond village to Cramond Brig which can deter cyclists, families and those with visual and mobility impairments. They stated that the footpath is not an 'acceptable alternative' to a bridge crossing due to the cost implications of bringing up to standard and would still involve users in a two mile detour.

Appendix D

Letter from Dalmeny Estates

Our Ref: JWB/SER

22 November 2007

Mr Walter Smyth
J M P Consulting
Centrum House
38 Queen Street
Glasgow
G1 3DX

Dear Mr Smyth

Proposed Bridge over the River Almond at Cramond Feasibility Study

Thank you for meeting with Lord Rosebery and me here at the Estate Office on 6th November. Having considered the matter and consulted with others we feel it is important that our position is made clear. We have decided that we would not support the construction of a bridge over the River Almond but would support a ferry operation managed and financed by another body.

It is hoped that our reasoning outlined below will be seen in the context of our welcoming and constructive approach to responsible access. Evidence of this approach is demonstrated by the thousands of people and the numerous organisations who visit each year including The Pony Club, orienteering clubs and Scouts and Guides for camping and other activities. Apart from welcoming thousands of visitors, we have over the last few years carried out a series of access improvements on Dalmeny Estate which have included creating new paths on Craigiehill and upgrading the existing route into the Estate at East Craigie Gate by Cramond Brig. The work on this route has been done in conjunction with Sustrans and Edinburgh and Lothian Greenspace Trust and there is more work yet to be done. This route is suitable for walkers, cyclists, horse riders and the wheelchair disabled. .

Our reasoning is as follows.

1. Existing Routes & Use of Proposed Bridge and Track

As there is a good and very attractive footpath along the Cramond bank of the River Almond which leads to the East Craigie Gate into Dalmeny Estate there

4. *Motorcyclists*

It is accepted by professionals in the access field that it is practically impossible to prevent motor cyclists using routes which are available to cyclists, horse riders and the disabled. It would therefore not be possible to prevent motor cyclists using the bridge. Although there are other accesses into the Estate there are cottages at each of the access points where illegal access can be monitored and checked.

5. *Historic Interest*

The area chosen for the proposed bridge is of some historic interest. On the Dalmeny side of the river there is a series of three docks where boats were once moored. It seems likely that the historic interest of this site would be damaged by bridge construction.

6. *Landscape*

The River Almond is exceptionally attractive from Cramond Brig to the River Forth. A bridge and access track would damage the beauty of this area which is much admired and has been used as a subject by artists and photographer for many years. Construction would involve tree felling which would increase the impact.

7. *Car parking*

There is a small car park at Fairafar on the Cramond bank which we believe would be used by access takers if a bridge is built. We doubt whether the size of the car park would meet demand from existing users and future access takers.

8. *Construction of Proposed Bridge and Track*

The woodlands within Dalmeny Estate are carefully managed productive woodlands and forestry operations are carried out periodically using heavy forestry machinery. Any track leading to a bridge would need to be built to a high specification so that damage to paths by forestry operations would be minimised. The proposed path route is also required as a forestry operations access track.

9. *Cost*

The cost of providing a bridge would not be limited to bridge construction. New tracks would have to be created within Dalmeny Estate leading up to the bridge and there would be maintenance costs associated with the access tracks and the bridge. It is normally the case with access projects that once funding of the capital works is over maintenance becomes the responsibility of the

is no requirement for a footpath for walkers. If required it may be possible to make this accessible to other users by suspending a boardwalk above the river where the path climbs over rocky outcrops. It would appear therefore that the proposed new bridge would be primarily of use to cyclists and possibly disabled people. Although the bridge may be designed to make it acceptable to the wheelchair disabled, unless access tracks and paths on the Dalmeny bank are very carefully and expensively graded and constructed, access into Dalmeny Estate is not likely to be practical for the wheelchair disabled.

2. *Vandalism/Litter, etc*

Most of the problems associated with access are concentrated in the vicinity of the Shore Walk from Hound Point to South Queensferry. The problems include rubbish left by access takers, camping outwith the 2003 Act, lighting fires which have caused areas of woodland to be damaged or destroyed, damage to cottages along the route, disturbance to wildlife by uncontrolled dogs and, on occasion, violent behaviour by groups of youths which have caused disturbance to tenants. This behaviour occasionally necessitates Police involvement.

The harbour area at Cramond is extremely popular as is Cramond Island. There is also a serious litter problem on Cramond Island and there has been thuggish behaviour e.g. Scouts camping being threatened and attacked by other youths.

We are concerned that, if a bridge is built over the River Almond, this will bring with it the problems experienced on Cramond Island and those in the area between Hound Point and South Queensferry. These are problems which by and large the Estate has to deal with unaided. On occasion the Police have been called to assist with disturbances but very often the response time is too slow to be effective. This is partly because the Police generally lack a knowledge of the geography of the Estate but is also due to the pressure the Police are under.

We are also concerned that any dogs which are allowed to roam in the Cramond area may find their way across the bridge and worry livestock, wildlife and game.

3. *Security*

Creating a bridge across the River Almond may create a very convenient escape route for petty criminals which would virtually put them beyond the reach of the Police except on foot. Once over the bridge it would be almost impossible for the Police or anyone else to find any criminals determined to evade arrest.

proprietor. We would not accept any responsibility for bridge maintenance or the approach footpaths/tracks.

Summary

In our view a bridge would exacerbate problems arising from irresponsible access and add to our management and maintenance responsibilities. There is an existing route which caters for walkers, horse riders, cyclists and the disabled which meets public needs. A new bridge and track are likely to be damaging to the environment and to the historic interest of this area. The proposal has not been costed but we believe it would be very expensive and not be justified by any benefit the public may gain.

Yours sincerely

Jonathan W Burrow, FRICS
Factor to The Earl of Rosebery