

Proposals for a Scottish C2C Cycle Route

November 2013



Start of September 2013 Pioneer Ride with Solway Bridge embankment in the background



THIS PROJECT IS BEING PART-FINANCED BY THE SCOTTISH GOVERNMENT AND THE EUROPEAN COMMUNITY
SCOTTISH BORDERS LEADER 2007-2013 PROGRAMME



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Upper
Tweed
Railway
Paths

EDINBURGH BICYCLE COOPERATIVE

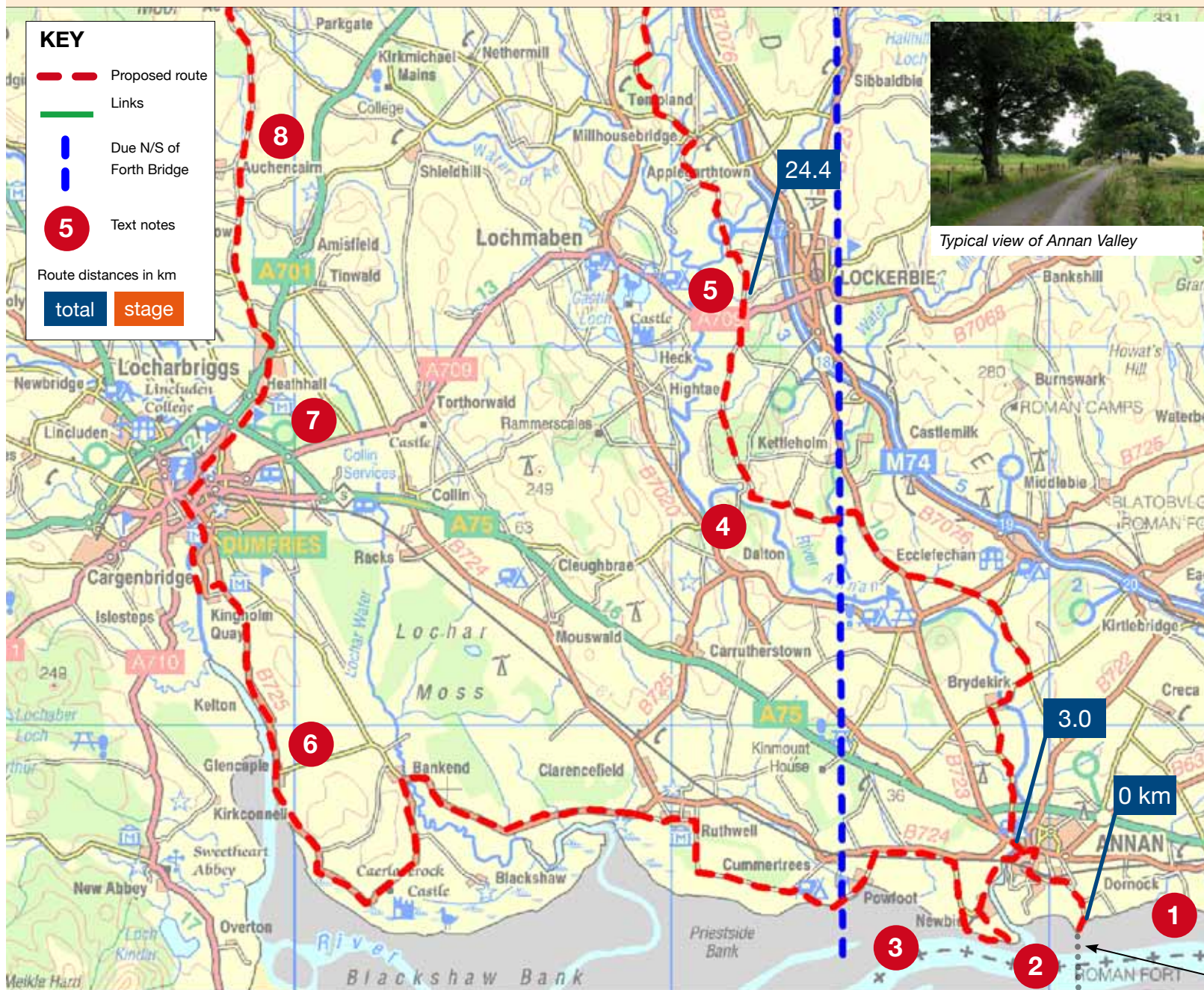
SPOKES The Lullman Cycle Campaign

Notes covering particular points along the proposed Scottish C2C Route, Annan to Musselburgh and Forth Bridge

These maps show the route of the proposed Scottish C2C Cycling Route as it can be ridden today. Over the next few years we hope that additional traffic free routes will be opened up in the Upper Tweed Valley and that the planned coastal promenade in Edinburgh will gradually be completed. As these facilities are made so the C2C route can be realigned and improved.



Notes covering particular points along the proposed Scottish C2C Route Annan to Musselburgh and Forth Bridge



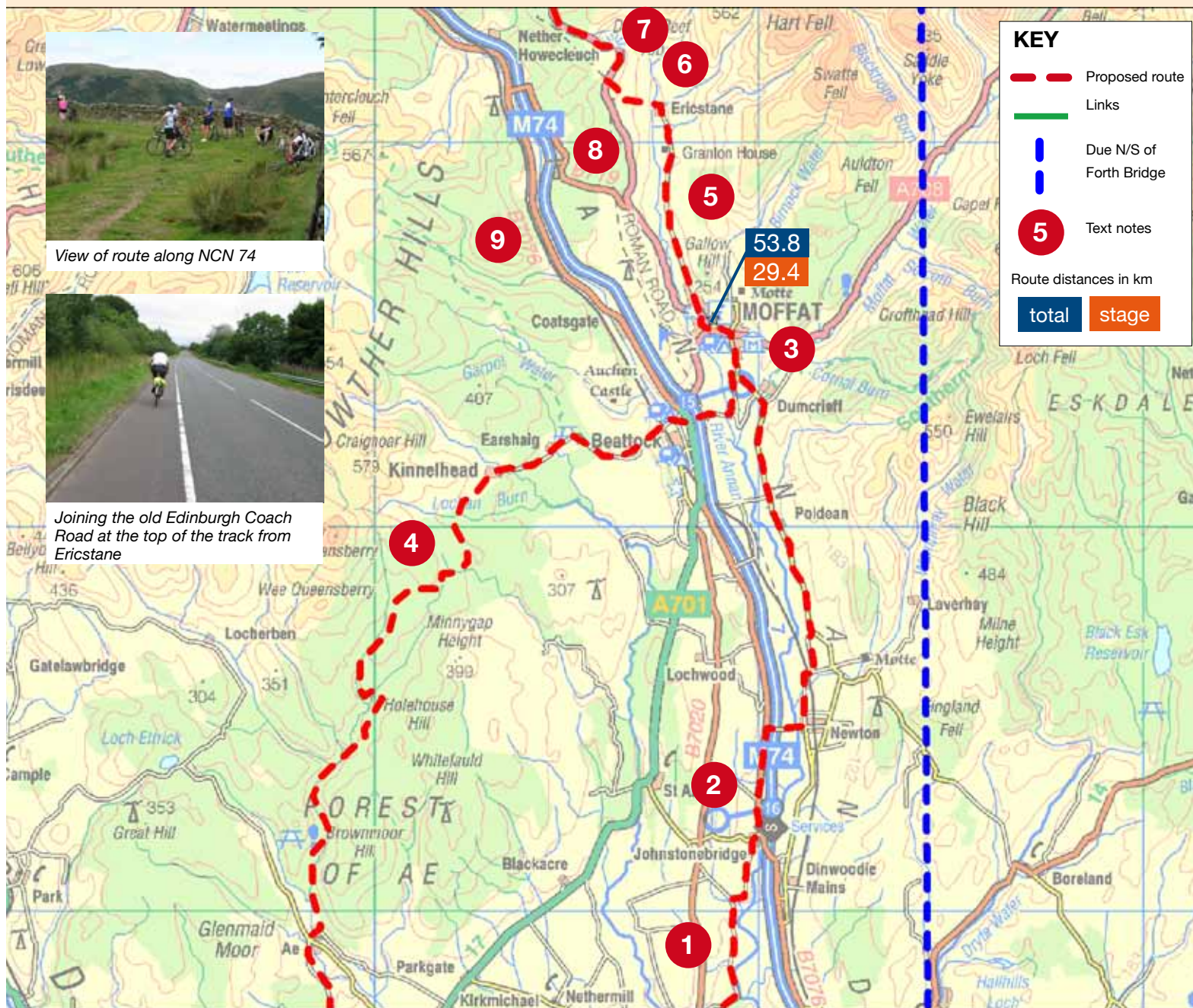
Map 1 of 5

1. The site of the former Solway Viaduct might be taken as a significant starting point from the coast especially as it was once possible to ford the Solway in this area.
2. Another potential starting point would be the mouth of the River Annan since the route follows the whole Annan valley quite closely.
3. Powfoot is due SOUTH from the Forth Bridge and this might be a third starting point especially as it is counter intuitive that Edinburgh and the Forth Bridge lie well to the west of Carlisle.
4. The whole way up the Annan Valley the route follows attractive and very lightly trafficked rural roads.
5. Sign this link to Lockerbie Town Centre and Station.
6. An option is to follow NCN7 to Dumfries.
7. The railway path gives a traffic free route to Locharbriggs.
8. Follow signed route 10 to Forest of Ae.



View of Solway Viaduct demolished in 1934-5

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Map 2 of 5

- Route continues on minor roads through to Johnstonebridge where it joins NCN 74.
- This section of the old main road is not attractive and passing vehicles on this short mile account for about half of all vehicles passed between Annan and Moffat.
- Moffat has everything a traveller needs including a number of cafes and restaurants.
- The option from Dumfries faces some quite tough hills through the Forest of Ae.
- Follow the Old Edinburgh Road out of Moffat. This runs close to the Annan all the way towards the Devil's Beef Tub.
- At Ericstane climb up the hill on a stone farm track to join the old coach road.
- Join the main road near its summit to minimise cycling slowly up with traffic.
- The Old Edinburgh Road has an excellent alignment and is generally suitable for mountain bikes. If this C2C route gains a national status it would be most worthwhile to repair this old road with a new stone surface for a beautiful and gradual climb up to the head of the valley.
- This section of the old A74 main road is less trafficked and is scheduled to become part of the southern uplands cycle route to Moffat.

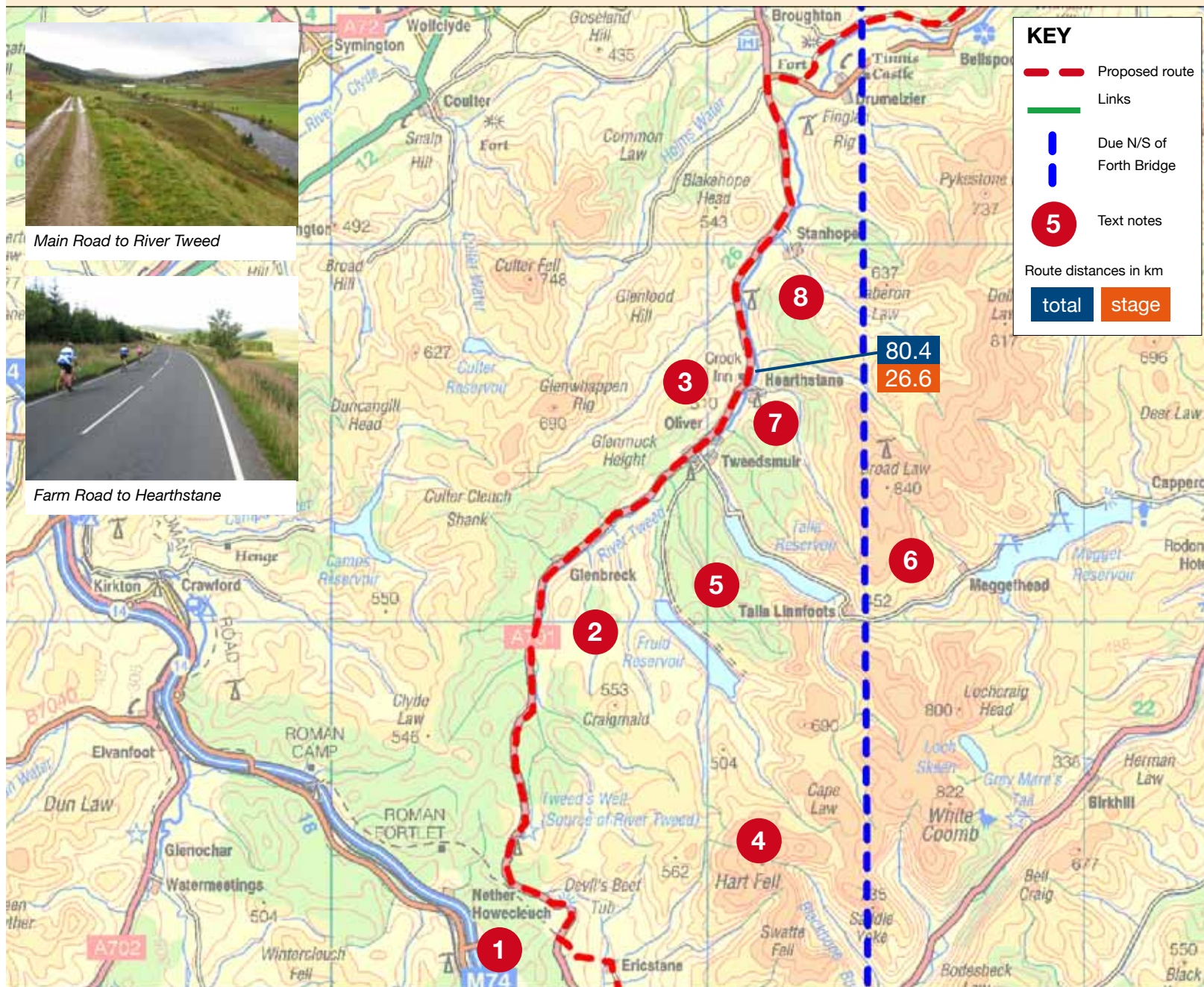
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Main Road to River Tweed



Farm Road to Hearthstone



Map 3 of 5

1. Join the main road close to the Devil's Beef Tub.
2. Follow the main road downhill all the way from the source of the Tweed. It will generally be easy going for cyclists who will be travelling quite fast and exposure to traffic on this main road will be less as a consequence.
3. The Crook Inn Community Project is an important destination to support.
4. We hope in the long run to offer the possibility of avoiding the main road entirely. The crucial missing link is from the head of the valley to Fruid Reservoir. This might be bridged by a combination of new forestry roads and planned wind turbine access roads together with some short links on the line of the old track across the hills.
5. The Fruid Reservoir road is a quiet cul-de-sac.
6. The Talla Reservoir Road to St.Mary's Loch is part of the Borders Loop Cycleway and is a popular ride.
7. The farm road to Hearthstone maybe the way through from Tweedsmuir, or a new path constructed to the west of the main road.
8. Negotiations are in hand to follow close to the line of the former reservoir railway all the way to Rachan for the Dreva Road.

Notes covering particular points along the proposed Scottish C2C Route Annan to Musselburgh and Forth Bridge

KEY

- Proposed route
- Links
- Due N/S of Forth Bridge
- 5 Text notes
- Route distances in km

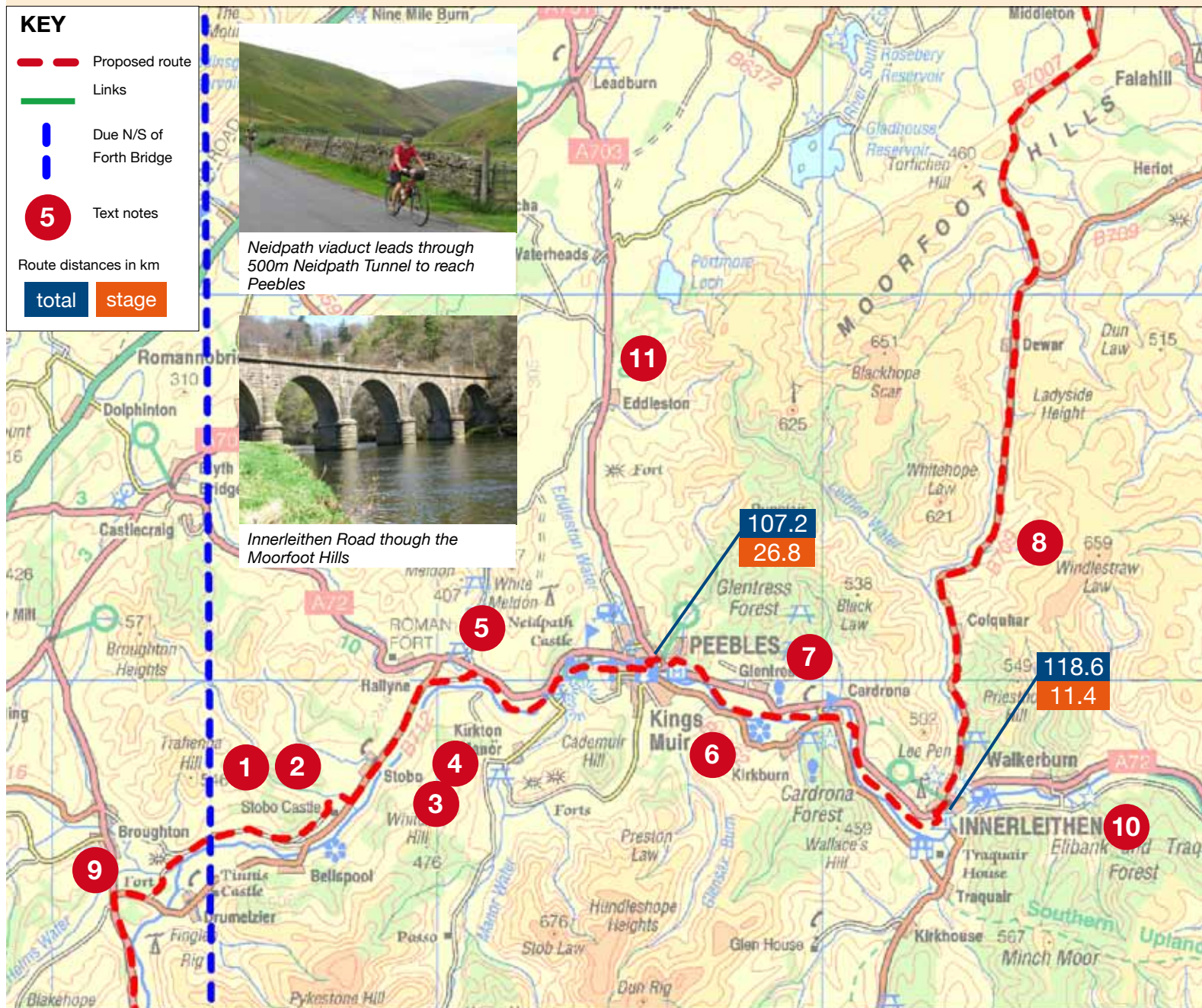
total	stage
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Neidpath viaduct leads through 500m Neidpath Tunnel to reach Peebles



Innerleithen Road through the Moorfoot Hills



Map 4 of 5

1. Dreva Road gives extensive views over the Tweed valley.
2. The Altarstone Wood forest track leads through to Stobo Castle and avoids the worst part of the Stobo Straight.
3. The remaining 2kms of the Stobo Straight are already signed as a cycle route. We are negotiating to avoid this road in the future.
4. Join the minor road to Lyne.
5. Work is in hand to construct a good cycling route from Lyne to Peebles along the former railway. The route can be used at present as it generally has a good ballast base, although there are steps at Lyne. An alternative local route crosses the Tweed on a footbridge for a circuitous but attractive ride.
6. Follow through the centre of Peebles. Cyclists can use the former railway bridge to pass under the main road to reach the footbridge over the river. The route to the start of the railway path is along the main Innerleithen Road for the time being.
7. Newly opened Peebles and Innerleithen Railway Path. This is a very good quality and popular path.
8. Follow NCN 1 through the Moorfoots to Dalkeith.
9. The Tweed Cycleway continues down river.
10. The council are planning to construct a direct cycle route to Edinburgh via Penicuik.
- 11.

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Map 5 of 5

- Continue on NCN route 1 along minor roads.
- The way through Dalkeith needs to be carefully signed on account of the disruption caused by the Border Railway work.
- Follow through Dalkeith Park when it is open otherwise follow NCN 1 on the Smaton Railway Path.
- This is an excellent riverside path to Musselburgh.
- The route reaches the sea after 98 miles and follows along the seafront.
- The Edinburgh Road has advisory cycle lanes each side. These could be concentrated into a segregated 2 way cycle lane on the north side of the road for convenience. The John Muir way from Brunstone Station joins here and would need a safe crossing. The cycleway could be continued along the wide Musselburgh Road.
- Follow existing signed route along Portobello Promenade.
- Railway path from Seafield Street, then route passes Leith Links and uses signed roads to Water of Leith.
- Use the Warmington and Trinity railway paths.
- The Council plan to extend a cycling route all along Lower Granton Road where there is ample space in the shape of the old railway formation now mown grass.
- Join the Silverknowes Esplanade from West Shore Road.
- From the Riverside Café use Whitehouse Road to reach Crammond Bridge.
- Follow the signed routes through Dalmeny Park with excellent views of the house and the sea.
- The Forth Bridge comes into view, 120 miles from the Solway at the site of the Banner Viaduct.

Detailed maps showing the proposed route of the Scottish C2C Ride from Musselburgh to the River Almond, along with notes highlighting some future improvements

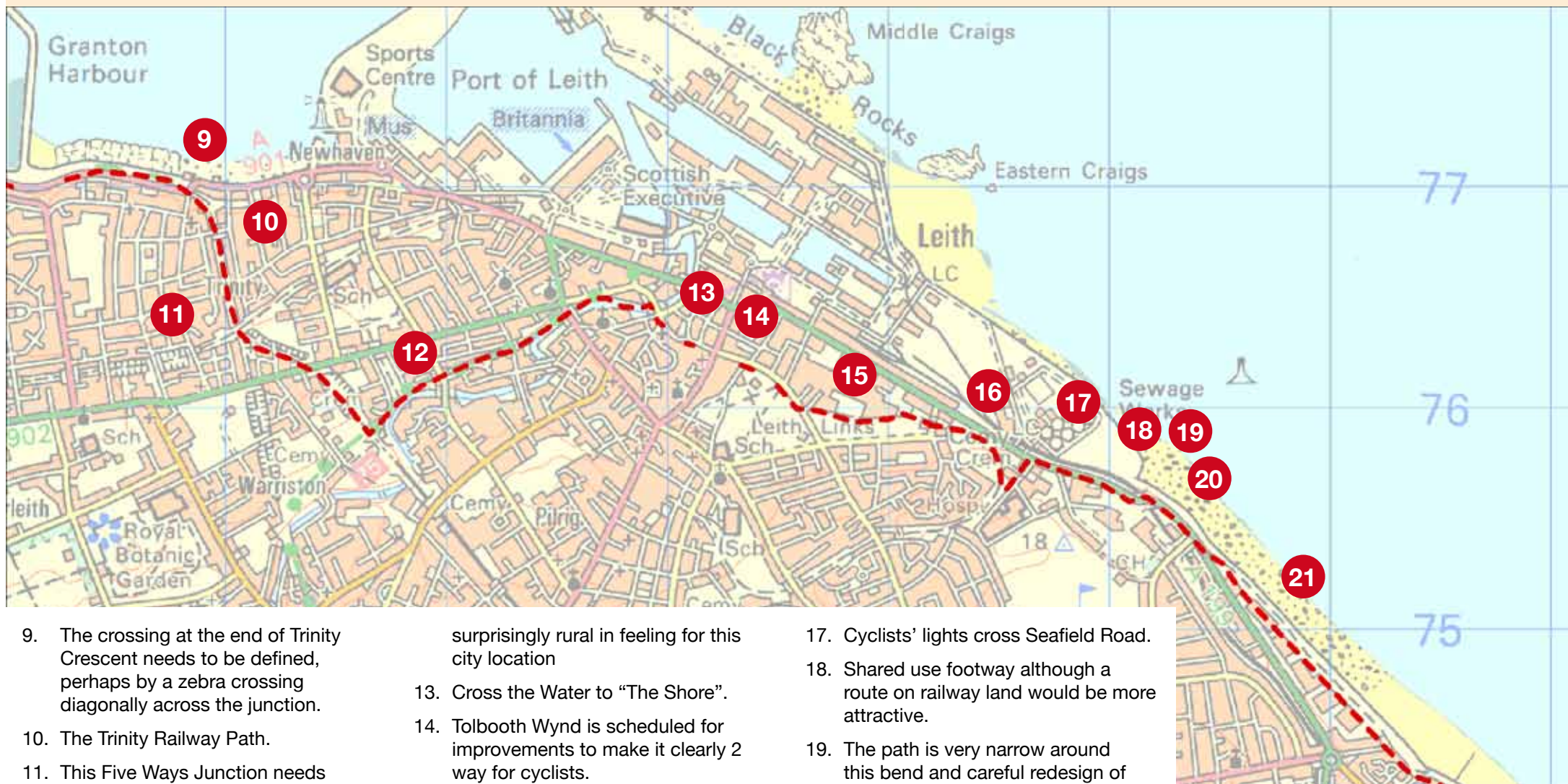
notes running from west to east for convenience



1. Old Toll Bridge for route through Dalmeny Park.
2. Whitehouse Road is a little busy but it is wide and straightforward.
3. School Brae leads up from the Riverside café.
4. It is worth going this way to follow the banks of the River Almond.
5. Silverknowes Esplanade is magnificent.
6. Use West Harbour Road for the time being until the planned esplanade is built.
7. The Sealcar Street cycle routes are a bit of a detour.
8. Lower Granton Road has wide grass space left over from the former railway. It will host an esplanade when funds are found.

Detailed maps showing the proposed route of the Scottish C2C Ride from Musselburgh to the River Almond, along with notes highlighting some future improvements

notes running from west to east for convenience



9. The crossing at the end of Trinity Crescent needs to be defined, perhaps by a zebra crossing diagonally across the junction.
10. The Trinity Railway Path.
11. This Five Ways Junction needs signing and deserves something more at such a significant site – seats, sculpture? A recently built railway path leads down towards the Water of Leith.
12. The Warriston Railway Path is

surprisingly rural in feeling for this city location

13. Cross the Water to “The Shore”.
14. Tolbooth Wynd is scheduled for improvements to make it clearly 2 way for cyclists.
15. A rather narrow path signed along the side of Leith Links.
16. An excellent ramp climbs up to the Seafeld railway path which bridges over 3 roads below.

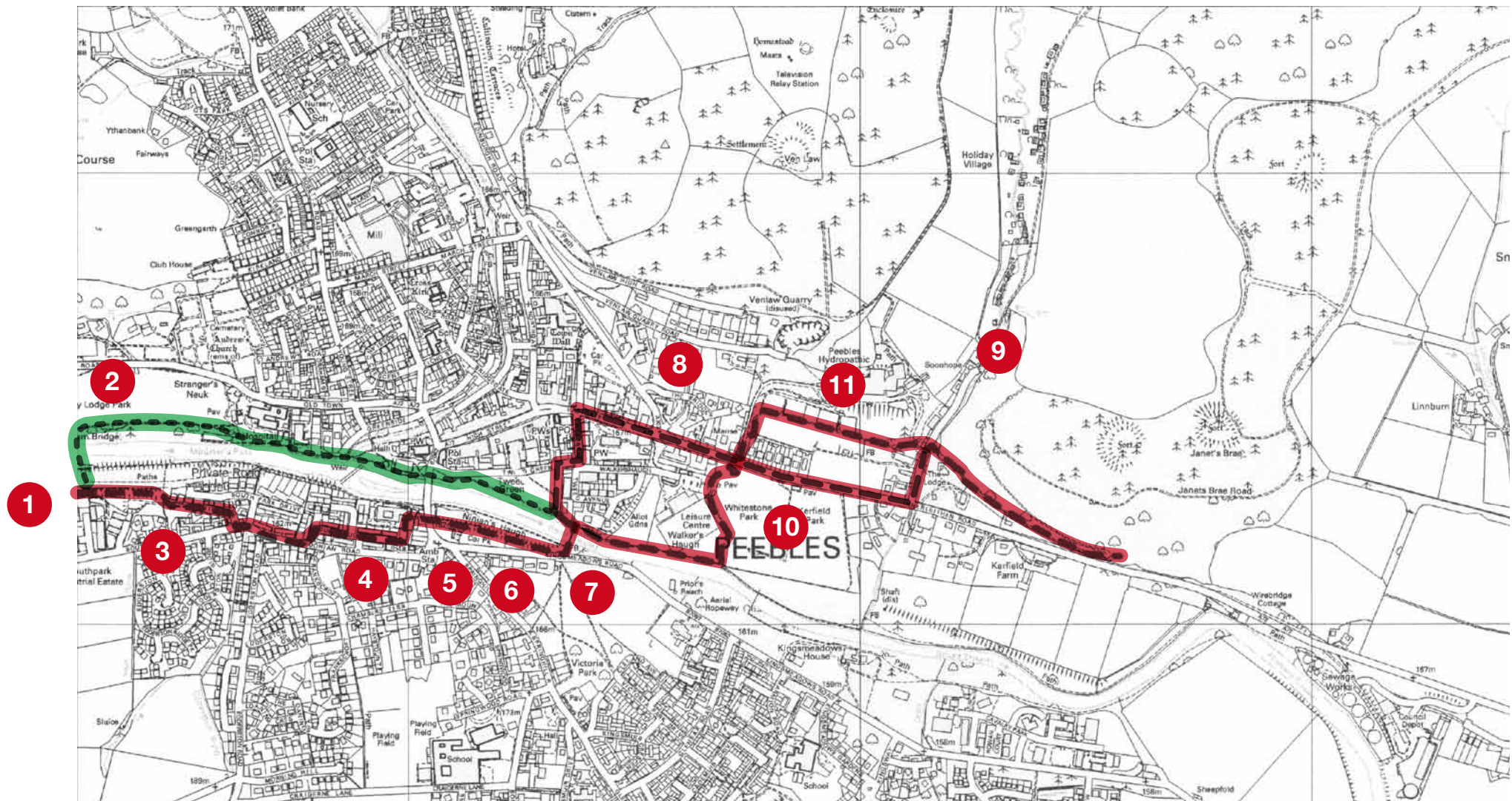
17. Cyclists’ lights cross Seafeld Road.
18. Shared use footway although a route on railway land would be more attractive.
19. The path is very narrow around this bend and careful redesign of barriers and railways could gain useful space.
20. Again the path is open but could usefully be widened into the road.
21. The wide open spaces of the Portobello Promenade.

Detailed maps showing the proposed route of the Scottish C2C Ride from Musselburgh to the River Almond, along with notes highlighting some future improvements notes running from west to east for convenience



22. This section of the Portobello Promenade can be busy at times.
23. The Musselburgh Road is wide and open and the Council's planned 6m promenade could readily be fitted in on the seaward side by narrowing the carriageway.
24. The Edinburgh Road's 2 cycle lanes could be combined with the footway to make at least a 5m wide way through on the north side of the road.
25. The John Muir Way coming down from Brunstone Station needs a good crossing of the main road.
26. Use the Promenade Road if the seafront is busy.
27. The path around this pumping station and back to New Street is all narrow and needs to be rebuilt to a generous width.
28. Pass under Bridge Street main road bridge signed at present although rather low in headroom.
29. Use the pedestrian lights to cross Olive Bank Road and get to the timber footbridge over the river. Its south ramp is awkward and needs rearranging with a dogleg to ease travelling in an upstream direction.
30. Join the excellent riverside path.

Detailed note showing proposed Scottish C2C route through Peebles together with aspirations for some future improvements



1. Railway path emerges from Neidpath Tunnel. Even in its unimproved state this is a memorable feature of the route.
2. Riverside path for walkers.
3. Join the roads via South Park Crescent.
4. Follow Dukehaugh Road constructed on site of former railway yard.
5. Use old railway bridge under main road.
6. Follow stone path on railway embankment.
7. Use suspension bridge over the Tweed.
8. Follow the main road.
9. Start of traffic free path to Innerleithen.
10. Future link via Park.
11. Ideal route along railway.

