

## 5.10.13

### **This is a circular to Spokes members in Queensferry/Fife/Cramond areas.**

**Please take action on any issues that concern you. Relevant contacts are given below or are on the linked website. If you wish to contact your councillors, find them at [www.writetothem.com](http://www.writetothem.com).**

*Note the deadlines for comment for items 2 & 3 and exhibition dates items 4 & 5.*

#### **1. A90 PATH REPORT**

Regular commuter Derek Traynor recently arranged to ride the route with council officer Dave Sinclair. Derek's report is pasted in below as Appendix 1. If you have comments please email them to the following 3 addresses...

Derek.traynor@btinternet.com

spokes@spokes.org.uk

David.Sinclair@edinburgh.gov.uk

#### **2. A90 PATH – SECTION 5 UPGRADE CONSULTATION**

Edinburgh Council is consulting on plans to upgrade the path from the recently completed Burnshot Wood section, inwards as far as Burnshot junction. The plans are downloadable in the section *Progress 2013* here...

<http://www.spokes.org.uk/wordpress/documents/members-campaigning/edinburgh/a90-forth-bridge/#s3>

Please send comments **by 25 October** to [CyclingProjects.Consultation@edinburgh.gov.uk](mailto:CyclingProjects.Consultation@edinburgh.gov.uk). For more info, phone 0131 469 3592 .

A letter from the council giving more background to the consultation is pasted in below as Appendix 2.

#### **3-5 BELOW: PANs AND PAs**

The 3 items below are one planning application and 2 PANs. To look them up on the council website, paste the full reference number below into the search box here...

<https://citydev-portal.edinburgh.gov.uk/idoxpa-web/>

For more information on what PANs and PAs are, and the difference between them, see

<http://www.spokes.org.uk/wordpress/documents/advice/lobbying-councils/>

#### **3. QF NEW FOOTWAY/CYCLEWAY - application 13/03538/FUL**

*Comment deadline 11 October*

This is a new path in connection with the new Forth Bridge. It appears to be a revised version of an earlier plan, but unfortunately our planning group has not had the time to keep track of everything that has been happening. Please if this area concerns you, have a look and submit your comments online or email to the council case officer [francis.newton@edinburgh.gov.uk](mailto:francis.newton@edinburgh.gov.uk). Please copy in [Spokes@spokes.org.uk](mailto:Spokes@spokes.org.uk) and consider asking your councillors to support you ([writetothem.com](http://www.writetothem.com)).

#### **4. FERRYMUIR GAIT BIG RESIDENTIAL DEVELOPMENT - 13/04022/PAN**

*Exhib'n 6 Nov at Q'ferry High School*

Peter Hawkins of Spokes Planning Group says, "big site, lies east of A90 and of the derelict hotel, south of Stewart Terrace, north of Canmore St and the NCN1 path. Site appears to be vacant at present; brownfield.

## 5. CAMMO WALK BIG RESIDENTIAL DEVELOPMENT - 13/03999/PAN

*Exhib'n 31 Oct 1-8pm, 2 Nov. 10-1pm, at Cramond Kirk.*

Peter Hawkins of Spokes Planning Group says, "East of Cammo Walk, west of Maybury Rd. Big greenfield site, probably Green Belt"

---

### APPENDICES

---

#### APPENDIX 1. A90 cycleroute field trip, 26.9.13 - report by Derek Traynor

Dave Sinclair & I set off from Edinburgh (Roseburn) to Forth Road Bridge via the Roseburn to Davidsons Main cycle path then onto Cramond Brig and beyond using path adjacent to the A90.

We set off just after 7:30, the day was bright so no issues with visibility. This is approx 1/2 hr after I would normally be on this route so there seemed to be a different set off users on the path - cyclists, walkers & joggers. I was pleasantly surprised at how busy the route was.

I will try to summarise our discussions/observations below;

1. Entrance to cycle path at Wester Coates is obscured - could be improved with either 2 way mirrors or Give Way markings.
2. Same as above for junction at Craighill, some Give Way markings would help cyclists to be aware of other path users and who has right of way.
3. Lamppost shortly after junction at 2 is almost completely obscured by tree, will try to give you number of lamppost for reference.
4. Road surface between golf courses (Royal Burgess/Bruntsfield Links) - needs to be regularly cleared of leaves as this is a fast section with no lights. Also the road surface between the houses back on to main road is in poor state.
5. Road section down into Cramond Brig has many issues regarding surface potholes and overhanging vegetation.
6. The section of road before and after Cramond Brig is of poor quality.
7. Start of the path after Cramond has poor visibility due to overgrown vegetation.
8. Generally this section of the path needs to be cleared of leaves periodically (frequency of cleaning/inspection?) and all overhanging branches cut back.
9. Broken manhole cover at entrance to Dalmeny. Also marking would be beneficial to advise who has right of way at this junction. I saw someone forced off their bike a while back when a Green Thumb vehicle pulled in to entrance.
10. The area before new section of A90 is wildly overgrown. This needs to be rectified at earliest opportunity. I understand that there is a plan to widen this section some time in 2014.
11. New section runs great but there may be a case for light baffles as the southbound A90 motor traffic on winter mornings/evenings (already started) will blind northbound cyclists.
12. The next section of path as we turn off section adjacent to A90 contains traffic lights which impinge on the path. The path is overgrown and could do with widening.

13. After this there is a bus shelter which also restricts path width at critical section of path (like a chicane)

14. The 'old' new section of path taking you up to entrance to Dalmeny Estate has a couple of 40 mph signs which reduce width of path - not very many cars take note of this - Why are we limiting speed to 40???? Suggest removal of signs. There is a 50 sign as you enter the A90 further down the road.

15. Section of cycle path from Dalmeny is often gated and cyclists have to bump up onto rough ground to gain access.

16. Section of road in Dalmeny adjacent to Forth Road Bridge car park, this has been in a terrible state these past 7 years and although improvements to access the car park the short joining strip has not seen fit to be refurbished.

Need to set up a regular Field Trip at different times of year to monitor all aspects of the cycle path. This could equally apply to all other cycle paths across the city but would need some other folks to champion these.

Derek Traynor 26 Sep 13  
Derek.traynor@btinternet.com

---

## **APPENDIX 2. A90 PATH – SECTION 5 UPGRADE – CONSULTATION LETTER**

**Please find below some information on proposed cycling improvements on the A90. Please feel free to circulate to members and any other interested parties.**

### **NCN1 Cycle Route Improvements – Roseburn to Forth Bridge (Section Five)**

The City of Edinburgh Council, in partnership with Sustrans and Transport Scotland, is currently developing a scheme to enhance cycling and walking provision between Edinburgh and the Forth Road Bridge. This scheme supports walking and cycling policies detailed in the Council's current Local Transport Strategy and [Active Travel Action Plan](#).

A key section of this route is the existing path running parallel to the A90 between the Burnshot and Dalmeny junctions. This part of the route has been split into five sections. The improvements to Section One, on the B924 (between Dalmeny Main Street and the A90 Burnshot junction), were completed in 2011, while Section Four (at Burnshot Wood) was completed in August 2013. The next stage of the project will focus on delivering improvements to Section Five, which continues south east towards Edinburgh from Section Four. Please see the attached plan for further details.

The proposed works for Section Five consist of widening and resurfacing the existing footpath over a length of 670m. Due to the characteristics of the existing path and verge, a retaining wall will be required to accommodate the path widening over 470m of this section. The total path width along the extent of the retained path will be 3.25m – this has been increased to offer additional space for pedestrians and cyclists from the fencing which will be required along the path edge. Where the footway continues south at carriageway level along the Burnshot slip road, the total path width will be 3.0m, as no fence is required for this section. As a result of these works, vegetation and tree clearance will be required in the existing carriageway verge – this is highlighted in the attached plan.

It is currently anticipated that the improvements to Section Five will commence in early 2014. The Council will again seek to provide a temporary diversion route for pedestrians and cyclists through Dalmeny Estate during construction, as it will be necessary to close the path for the duration of the works.

The proposed improvements are shown on the attached plan. This can also be viewed online at <http://www.edinburgh.gov.uk/cycling/a90route>.

We would welcome any comments or suggestions relating to the proposals – please forward these to [CyclingProjects.Consultation@edinburgh.gov.uk](mailto:CyclingProjects.Consultation@edinburgh.gov.uk) or alternatively call 0131 469 3592. **The closing date for any comments is Friday 25<sup>th</sup> October 2013.** Please forward this information on to any other parties who you feel may be interested in the proposals.

Design options are currently being progressed for Section Three (north of Burnshot Wood), and this is

planned to follow Section Five in terms of construction. Please note that drawing proposals for this section will be made available for comment when available.

Regards,

Callum Smith

Projects Development | The City of Edinburgh Council | Transport | Services for  
Communities | Level C2 Waverley Court | 4 East Market Street | Edinburgh, EH8 8BG  
Tel 0131 469 3592 | [c.smith@edinburgh.gov.uk](mailto:c.smith@edinburgh.gov.uk) | [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk)

---