

Davidsons Mains Park path [QR50]

<https://consultationhub.edinburgh.gov.uk/sfc/design-cycle-walk-davidsons-mains-park/>

“This consultation gives people the opportunity to express their views about proposed initial designs for cycling and walking improvements in Davidson's Mains Park.

These designs will improve the width, surfacing and lighting of the path in Davidson's Mains Park which connects Queensferry Road to East Barnton Avenue. It will also widen the waiting area at the signalised crossing of Queensferry Road.

This path will form part of the QuietRoutes Network that is being implemented across Edinburgh. The aim of the network is to provide routes that are easy, safe and convenient to use by people of any level of cycle experience. It will also improve conditions for people walking.”

Spokes response, 21.3.17

In general Spokes is very satisfied with the proposed arrangements, and we believe they will encourage cycling, especially with the proximity of RHS and the opportunities for cycling to school.

Others present were mainly from Friends of DM Park, and they made some good suggestions and observations. For example at the east end access point to East Barnton Ave, the path emerges on a corner made blind by garden hedges, which might be a hazard for cyclists entering from the north. However, the road is fairly lightly trafficked, being a dead end, and there is no obvious alternative access point.

The removable bollard at the path end should be adequate to defend the path from vehicles, while allowing maintenance vehicles as required.

Towards the west end, the path to the school forms a 'V' with the park path and there is already a 'desire line' where users go across the 'mouth' of the V. We recommend some surfacing (eg whindust) for this, to prevent a build-up of mud, though we are conscious of the need to reduce hard surfacing in parks where possible.

There was discussion of the new arrangement of the walls at the Q'ferry Road crossing, and we agree with the suggestion that a railing to guide pedestrians and cyclists to the actual 5m-wide toucan might be a good idea.

The issue of lighting of the path was also raised. We would be happy with the proposal to use lamps directed downwards rather than diffuse, to minimise impact on the wildlife, while providing adequate light for users. The cats-eye type of lighting, as on the towpath, had been found to cause accidents at the Barnton Golf Courses Path and is not recommended.

The width of the path was also mentioned. We are happy with the proposed (mainly) 3.5m, which is adequate, while consistent with the park's rural nature.

We are happy that the current line of the path towards the east end, where the path takes a right-angle, should be kept, and the area within the angle planted with trees, to discourage formation of a desire line.

A better link from the toucan to Clermiston Drive, which lies a short distance west on the Q'ferry Rd, is desirable, since Clermiston Drive is the preferred route southwards rather than Clermiston Rd N, which has a steep gradient and is much busier. The existing footway on the south side of the main road is designated shared-use, but is too narrow. We hope this will be the subject of a future proposal.

In sum, the route through the Park is a useful and popular off-road alternative, and CEC's proposals to upgrade the path are very welcome.

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