

North Edinburgh Path Network ... consultation on walking/cycling improvements

<https://consultationhub.edinburgh.gov.uk/sfc/design-cycle-walk-nepn/>

“This consultation gives people the opportunity to express their views about proposed improvements on the North Edinburgh Path Network for walking and cycling.

These designs are part of planned improvements to the cycling and walking routes, known as the QuietRoute Network, that are 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, 21.12.16

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bcc: spokes-lothian-planning@googlegroups.com
date: 21 December 2016 at 11:54
subject: Re: North Edinburgh Path Network

To Martyn Lings
Senior Project Officer
Active Travel
City of Edinburgh Council

Spokes is very supportive of the proposals to bring the path network up to a higher standard and to make it more attractive for use by people walking and cycling. Such improvements should help to get more people using the network thereby becoming more active and improving the health of the population.

We welcomed the opportunity to discuss proposals and made several suggestions in our meeting with the project staff. We also support the suggestions made by Alec Mann in his own submission.

General

G1 - When walking and running there is a big problem with dog mess on the path partly due to dogs not being under control and also the lack of dog dirt bins.

G2 - The network should be extended, better maintained and upgraded in places - some suggestions below.

Specific Points

1. Warriston/Leith Path - poor surfacing in places especially towards Leith end
2. Points 15.3 and 15.5 (are these in the right exact location?) - Rodney Street Tunnel: slippery surface in the tunnel; at South entrance, vegetation often overhanging and encroachment from the bushes on the west side.
3. 15.3? King George V park on the bend by The Yard approaching the South entrance to Rodney St Tunnel is frequently flooded and an ices sheet in winter.
4. 15.5? King George V park - Scotland St entrance: zig-zag ramp needs more frequent sweeping especially when leaves falling; access and egress at Scotland St awkward as limited space and people sometimes standing in the area.
5. Poor drainage near end of the Blackhall Path at Davidsons Mains (<https://goo.gl/maps/p5JL8i5HQ1J2>)
6. Need for ramp from West Granton Access Path onto Waterfront Broadway to avoid cyclists needing to go through an awkward staggered toucan crossing (<https://goo.gl/maps/Zxw5Sm3k8JF2>)
7. Need for improved connection/signage between Blackhall Path and Ferry Gait Path for linking into Muirhouse (<https://goo.gl/maps/K3dg7C1134D2>)
8. Short section of segregated path at Seaforth Terrace would improve acces to NEPN and allow extension of QR20 along Craigmack Road (<https://goo.gl/maps/QDCX8e2zaRJ2>)
9. New City Park development is providing an access route to Ferry Road Path but it doesn't provide access to/from West Ferryfield -- alterations to allow use to/from West Ferryfield would be helpful as the detour via Boswall Drive and Avenue is significant (<https://goo.gl/maps/EdDZrDTdf7n>)
10. Better signage in Victoria Park would improve accessibility of path and onward connection to Holy Cross Primary and Trinity High Schools -- schools should always be signed!
11. Underpass under Lindsay Road would allow extension of NEPN to Ocean Terminal (<https://goo.gl/maps/buEUthHrfkB2>)
12. Non-stepped access at Newhaven Road would be helpful (<https://goo.gl/maps/swbqiD4JNAm>)
13. The Lower Granton Road cyclepath should be extended westwards to link with the cyclepath along Waterfront Avenue. Ideally it should link to the coast path, but that may be far enough away to be a project in itself.
14. There is no easy way to get from Stockbridge / Inverleith Park/ Botanics to Pilton or Granton. Quiet Route 20 is a bit of a detour, and any direct route means crossing Ferry Road.
15. Getting from East Pilton to West Pilton is a bit difficult. There is a bridge over West Granton Access north of Crewe Toll which could be useful, but it isn't easy to get to it from the east.
16. It would be useful to have a link to the Blinkbonny area, which is squeezed between Queensferry Road and Ravelston Dykes; but it might be difficult because of the levels and gardens close to the line.
17. Better links to important destinations next to the paths, such as Trinity Academy, Holy Cross and St George's schools, Bangholm Sports Centre, and the supermarkets at Pilton Drive and Davidson's Mains.

We look forward to discussing proposals further.

Martin McDonnell
Spokes