

ALEC 13.6.19

WSP were consultants for the first plans for Roseburn-Canal. This is no doubt the PAN exhibition that was scheduled for May 2016, then moved to September, but "to be confirmed" - must be some sort of record.

ALEC 15.6.19

The plan looks almost exactly the same as the previous one. There are two significant differences:

1. The link to the Telfer Subway is not shown. This is important for access to Caledonian Crescent, even if the Subway itself is to be closed.
2. The "proposed" link to Duff Street is now more definite. However, if it is a ramp the limited space and height difference will need a severe zigzag or very long ramp, more so than what is implied from the plan. It may be just steps.

At the drop-in we should find out more about these, and also what (if anything) they intend to do about the Telfer Subway and its southern approach. As Peter says, the WAR link will link Roseburn and Bruntsfield via Younger's Steps; but including the Telfer Subway's southern approach will link both Roseburn and Haymarket to Yeaman Place and the dense housing beyond it.

PETER 17.6.19

Hi Alec,

Good points. But I think, re (1), a link to Telfer IS shown; from the Park, near the entrance (steps) to Lidl, an existing path goes down to the northern portal of the tunnel, (with Dave's famous 'bad ditch' at the end). This path is still in the plans; it means subway users (if subway is closed) will have to zig-zag down the existing paths. But if subway is closed, the approach path on north side might be re-graded to 'even out' the gradient, right along to Orwell Terrace, if this produces an acceptable gradient. If they did that, the 'bad ditch' path would have to be re-aligned.

On south side of subway, a link from the foot of the ramp to the bus stop on the WAR will have to be retained, but the lower part of the 'zag' could be filled in, to create a gentler gradient to the proposed crossing.

Peter

ALEC 19.6.19

The exhibition showed a plan much the same as the previous one. The main changes are:

The path going up from Russell Road starts at the junction with Sauchiebank, not some way up Sauchiebank. It has a more curvy ramp, with less sharp bends.

There will be a ramp down to Duff Street, suitable for bicycles. That will allow an approach to the streets there, whose only access is now via Dalry Road.

The main path will be shared, 4m wide everywhere, except at the Dalry Road bridge which will be only 3m wide (because of limited space between the West Approach Road and the tenements).

There will be a 4m-wide path alongside the WAR as far as the Morrison Link/Younger's Steps toucan, thus making a link via Melvin Walk and Gilmore Park to Leamington Bridge. A cycle lane continues beside the WAR as far as its junction with Morrison Link (how useful it will be is questionable as cyclists can reach Morrison Link via Morrison Crescent, and you can't cycle along the WAR, at least at present).

The design of Telfer Subway is to be confirmed at a later stage, but it is intended to keep it much as it is AND provide a toucan crossing of the WAR, with a new bridge replacing the current metal bridge leading to the southern bus stop. I mentioned Telfer Subway's importance as a link to Caledonian Crescent and to Yeaman Place and beyond.

PETER 15.6.19

Re the plan - it's interesting to see that the route doesn't actually go to the Canal, it goes to Haymarket/Morrison St, via a new path alongside the West Approach Rd. The canal would also be accessible via Gibson Terrace or via Younger's Steps, which would also be the route to Bruntsfield and beyond.

MARTIN 20.6.19

Noted in TEC papers:

Roseburn Path – Union Canal
Design stage status/start Ongoing
Construction Start Nov/20
Construction End Nov/22

AND

Union Canal to Telfer Subway Connection
Design stage status/start Summer 19
Construction Start Aug/21
Construction End Jul/22

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RESOURCES

Martin's photos of the exhibition are here...

<https://drive.google.com/open?id=1XBsxKj44m6JVfvvgNpwbaS4h8ekykheA>

Many of the relevant documents from the previous and current consultations are on this page, paras 1906, 1601, 1402

<http://www.spokes.org.uk/documents/members-campaigning/edinburgh/north-edinburgh/>
