

LITTLE FRANCE PARK - MANAGEMENT PLAN 2020-2030

<https://consultationhub.edinburgh.gov.uk/sfc/little-france-park-plan/>

Response from Spokes, 26.4.20

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Submitted to **Little France Park Management Plan**, Submitted on **2020-04-26 16:32:46**

1 Please use the space below for any comments, concerns or questions relating to the draft Little France Park Management Plan 2020 - 2030.

These are Spokes' comments on the Little France Management Plan. They are mainly about the provision of cycle routes in the park.

The main cycle route running through the park from NW to SE is very good, but is mainly a leisure route. The desire lines for commuting and other local travel are from SW to NE, connecting the Bioquarter and the Infirmary to the residential communities the other side of the park - Craigmillar, Niddrie, Milligan Drive, and to Cauldcoats if Midlothian's plans for developing that area go ahead. A link will also be needed to the Edmonstone estate.

The master plan (Fig.15, page 41) shows SW-NE paths in the southern part of the park, but they are mostly shown as grass paths. What is needed is a tarred path from the upper part of the Bioquarter to the upper part of Milligan Drive. The "double track legacy track" shown in red could form part of such a path, but in its present state it is unsuitable for cycling, particularly at the Milligan Drive end. Its other end should link to both the Bioquarter and the Edmonstone estate at Tweedsmuir Drive. That would create a N-S path at high level parallel to, and avoiding, the busy Wisp road.

There is a good SW-NE cycle path beside Little France Drive, but it is not practical to reach that by bicycle from the upper parts of the Bioquarter except by going along Old Dalkeith Road; even if it were, it would mean some cyclists going down to the bottom of the valley and back up again.

The paths are better on the north side of the valley. The broad path going to the south of Castlebrae School and joining Greendykes Road near its summit is mostly good for cycling, but needs improvement at the Greendykes Road end where it is narrow with an awkward twist and chicane. Cyclists heading between the Infirmary and Niddrie may also find the path to the NW of the Wetland/SUDS basin useful (even though it is currently narrow and untarred at the Greendykes end).

Good to read (page 52) that the verges of all tarred paths are to be given a regular maintenance schedule, but the path surface should also be kept in good condition, cleared of leaves in autumn, and salted in winter. If tar is not suitable for a secondary path, a substitute such as Ultitrec or Fibredec can be used.

About you

2 What is your name?

Alec Mann

4 What is your organisation / business?

Spokes