

Roseburn to Canal Cycle Route

Comments from Spokes, September 2020

Spokes strongly supports the proposed Roseburn to Union Canal path link. It will fill a gap between the existing cycle network to the west and north-west of the city and the existing and planned network to the south and south-east. Given all these purposes we are pleased to see the planned width of 4m.

However, we have concerns on some details of the current planning application (20/03561/FUL) and trust you will take these points fully into account.

Russell Road

Provision needs to be made for northbound cyclists approaching on Russell Road and heading for the Roseburn Path (National Cycle Route 1).

Nothing has been done to improve the right turn out of Russell Road to the Roseburn Path. About a year ago there was a plan to put an island in the road at the corner to help cyclists turn right here, but this does not appear in the current drawing. The shared footway to the north of the railway bridge is well over 4 metres wide; if it could be made 4 metres, like the rest of the path, there could be room for an island.

If an island cannot be put at the corner, there should be one to the north of Sauchiebank, and conspicuous signage to direct cyclists coming north along Russell Road to turn right there for the Roseburn Path.

Service Vehicle Access

We query the need for a service vehicle access direct from the West Approach Road. If it has to be there, it should be protected by sturdy gates to prevent unauthorised intrusion.

Crossing of the West Approach Road

We support the idea of a toucan crossing of the West Approach Road and keeping the subway, but have criticism of the detail.

The southern approach is only 1.7 metres wide, too narrow for two cyclists to pass. Here there is likely to be a build-up of traffic, with northbound users having waited and southbound users coming in a batch, so if anything the path should be wider here, not narrower. Is there any need to keep the steps down to the subway, given that there is a ramp as well? If not, the whole width of the path could be used for the approach to the toucan.

There is also a curious slight narrowing of the northern approach close to the toucan (at point 1030.000).

Telfer Subway

We are glad that the connection to the north end of the Telfer subway is retained, for access to the Caledonian Crescent area. The drainage ditch where this path crosses into the subway passageway must be removed or re-designed; we know of at least one crash which has been caused by this. The chicane next to it must be moved further west.

Extension to Morrison Crescent

The key plans on the main drawings show the route extending to Morrison Crescent, and plan 6 shows the start of the path. The main plans are numbered 1 to 6 'of 9', but drawings 7 to 9, presumably covering the route between Telfer Subway and Morrison Crescent, are missing. Is the Morrison Crescent extension (the easiest bit to be built) to be the subject of a separate application?

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