

Character Areas and Place Specific Improvement

The following section shows via aerial photos where the PSIS are located divided by the eight CAs. As the length of the sections of the CAs changes, one CA (e.g. CA6) can cover more than one page. A series of red, yellow and green dots are indicating where the CAs are divided, as illustrated on the graphic below.

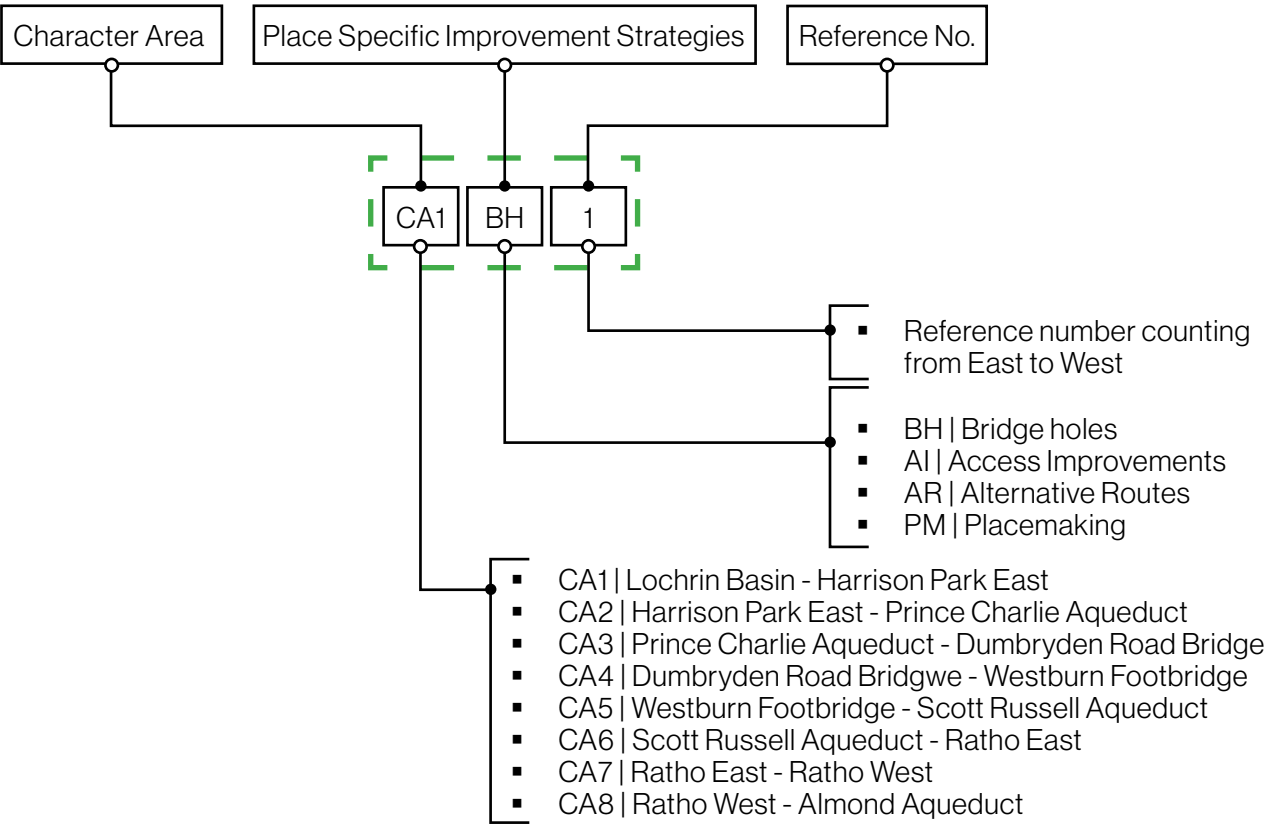
Within each CA opportunities for improvements are identified, and each location has a reference name based on what CA it is in, which PSIS it is and then it's number within the CA referenced from East to West. The system for reference names for PSIS is illustrated by the graphic of the same name. The reference names have further more a short description which identifies the opportunity and/or the issue at the specific place.

Alternative Routes

The study resulted in opportunities for alternative routes along partly existing paths East of Scott Russell Aqueduct, these are included in the following PSIS review for clarity:

- Harrison Park (CA2AR1)
- Meggetland (CA2AR2)
- Redhall Park (CA3AR1)
- Hailes Quarry Park (CA3AR2)

The identified opportunities for Alternative Routes are partly along existing paths, and each of the routes are shown within their respective CA with photos of the existing conditions.



The system for reference names for Place Specific improvement Strategies

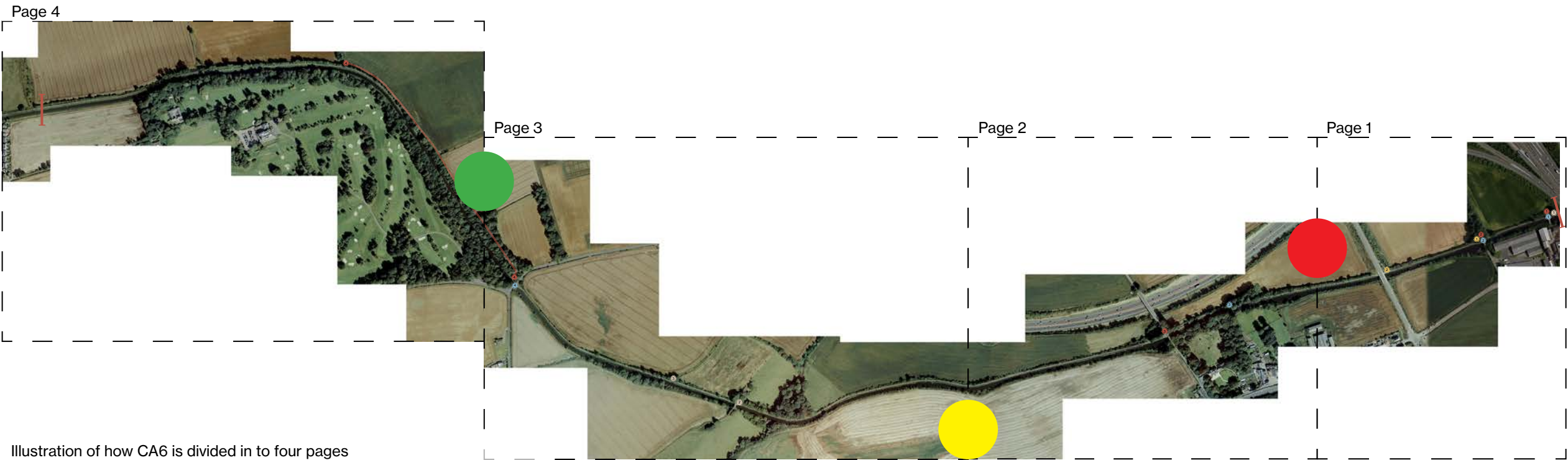
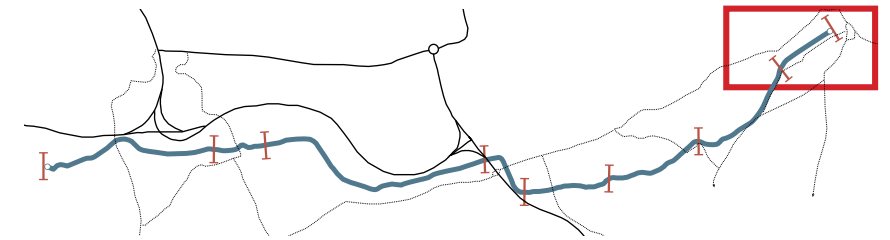
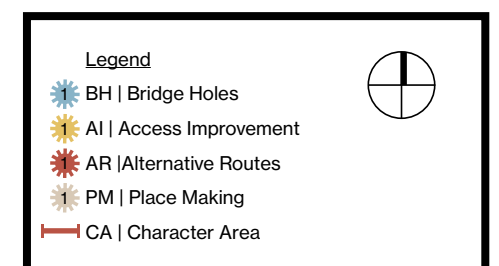
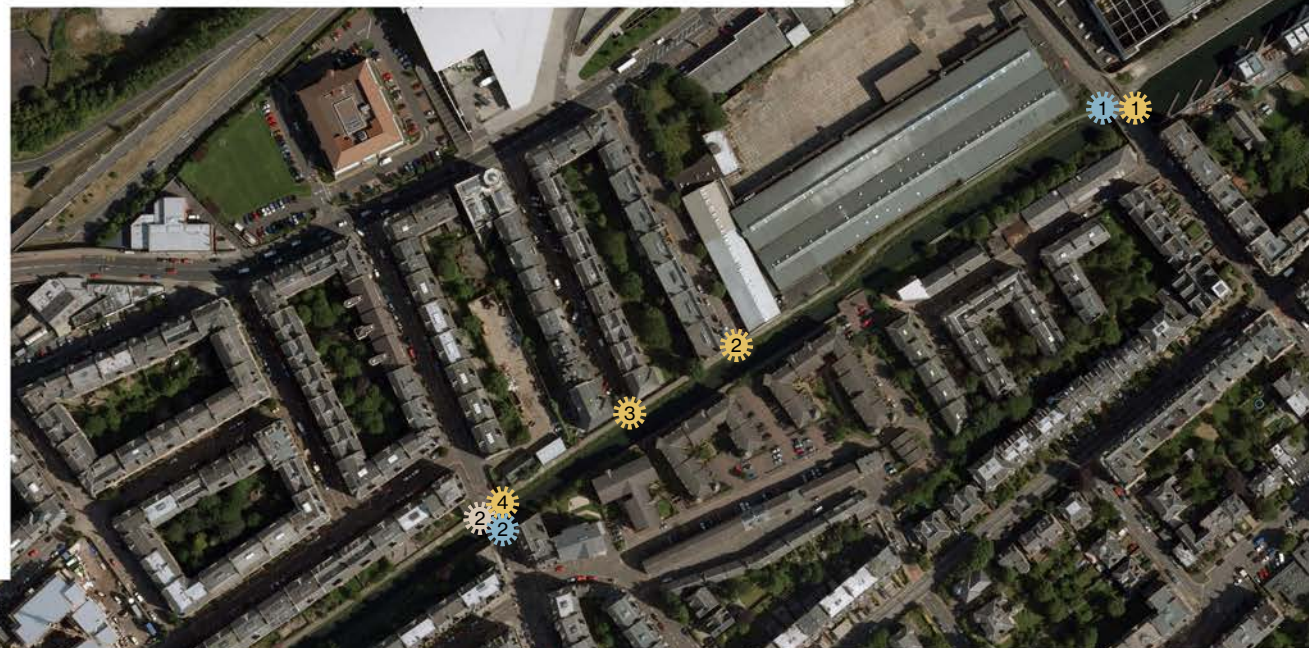
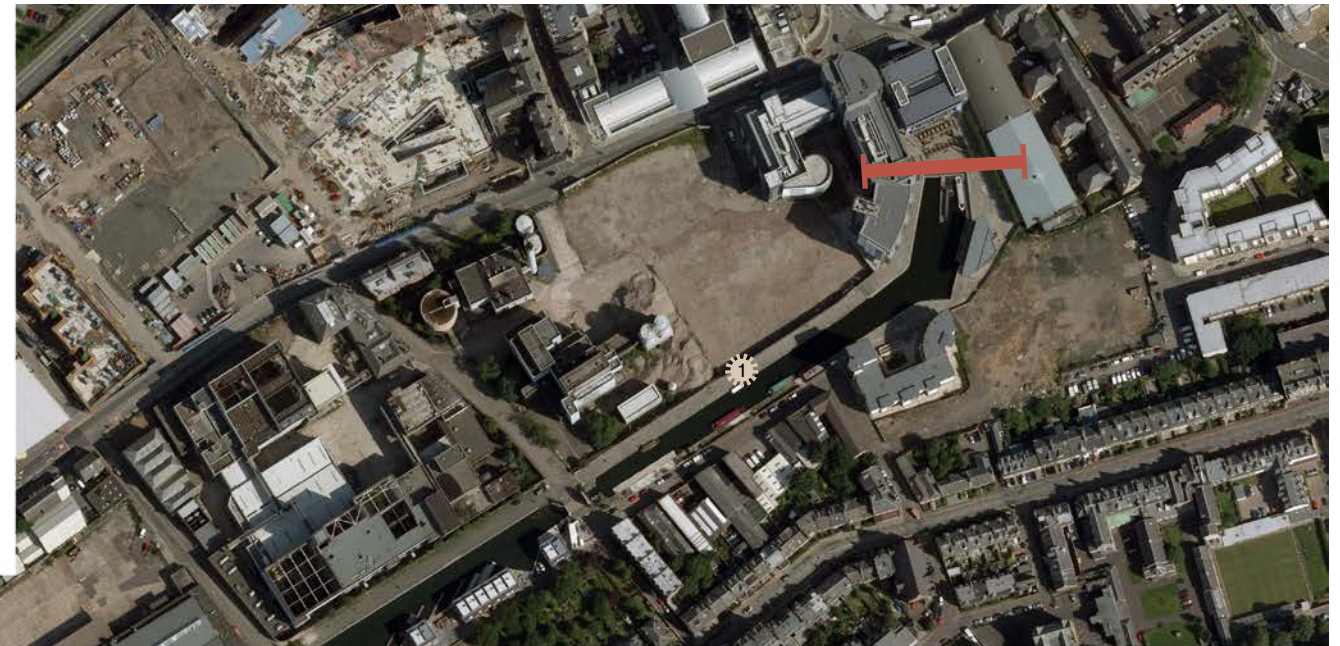


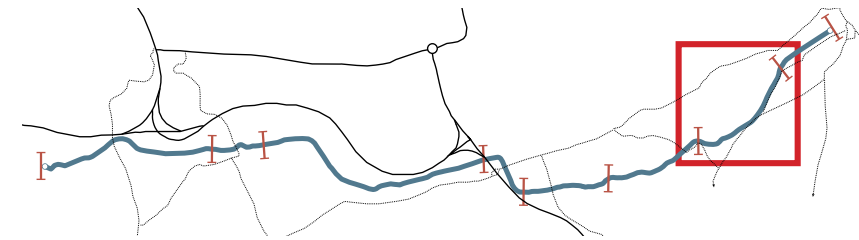
Illustration of how CA6 is divided in to four pages



CA1 | Lochrin Basin – Harrison Park East (1/1)

- CA1BH1 | Opportunity to improve sightlines at pinch point at bridge hole at Viewforth Bridge.
- CA1BH2 | Opportunity to improve sightlines at pinch point at bridge hole Yeaman Place Bridge.
- CA1AI1 | Opportunity for ramp access on the East side of Viewforth Bridge.
- CA1AI2 | Opportunity for access from Gibson Terrace (road) to the towpath.
- CA1AI3 | Opportunity for access from Murdoch Terrace (road) to the towpath.
- CA1AI4 | Opportunity for access to Yeaman Place Bridge from the towpath via steps on the East side of the bridge.
- CA1PM1 | The towpath is wide and has great opportunity for placemaking.
- CA1PM2 | Opportunity for seating in the sun on the West side of the bridge.





CA2 | Harrison Park East – Prince Charles Aqueduct (1/2)

CA2BH1 | Opportunity to improve sightlines at pinch point at bridge hole at Harrison Road Bridge.

CA2BH2 | Opportunity to improve sightlines at pinch point at bridge hole Ashley Terrace Bridge.

CA2AI1 | Desire line along the wall. Opportunity for a official access point to the towpath.

CA2AI2 | Opportunity for a footbridge from Harrison Park to Polwarth Grove (road).

CA2AI3 | Opportunity to improve access between towpath and existing path at Harrison Park West.

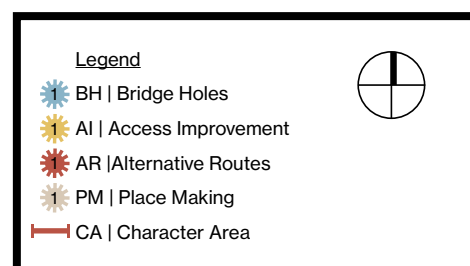
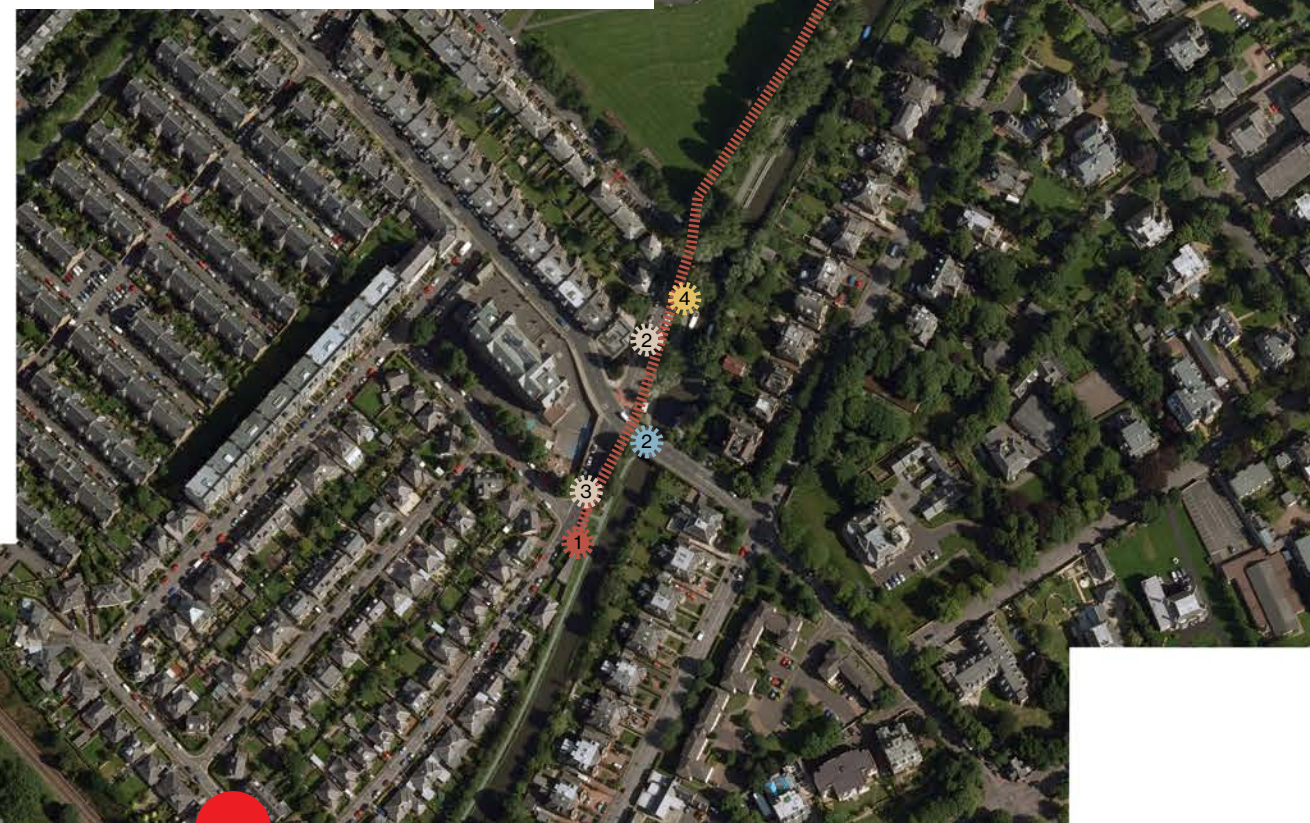
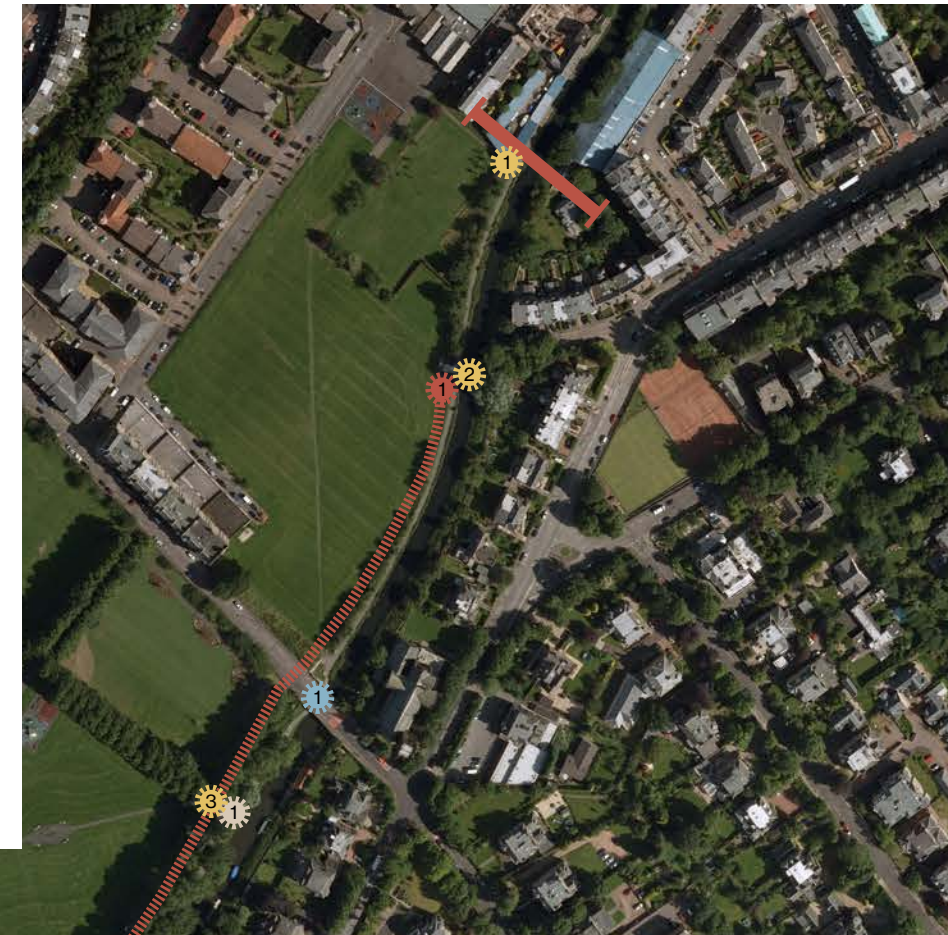
CA2AI4 | Opportunity to reinforce stepped access between Ogilvie Terrace (road) and towpath.

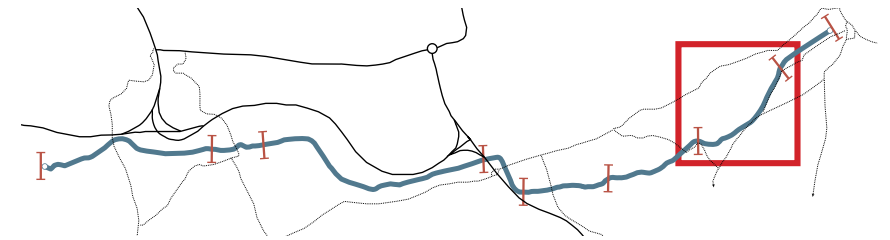
CA2AR1 | Opportunity for alternative route for bikes partly via existing path at Harrison Park West.

CA2PM1 | Opportunity for placemaking between West Harrison Park and towpath to reinforce pedestrian use.

CA2PM2 | Opportunity to include the street scape at Ogilvie Terrace to reinforce alternative route and pedestrian use.

CA2PM3 | Opportunity to include the street scape in front of Craiglockhart Primary School to reinforce alternative route and pedestrian use.





CA2 | Harrison Park East – Prince Charles Aqueduct (2/2)

CA2BH3 | Opportunity to improve sightlines at pinch point at bridge hole at North Meggetland New Bridge and North Meggetland Old bridge (Footbridge).

CA2AI5 | Access sight lines improvement opportunity at University of Edinburgh Boat House.

CA2AI6 | Opportunity for access and sight lines improvement at St. Andrews Boat Club

CA2AI7 | Opportunity for adding access ramp to Allan Park footbridge.

CA2AR2 | Opportunity for alternative route for bikes partly via existing council owned path.



Alternative Route | Harrison Park (CA2AR1)

At Harrison Park East, there is an opportunity to lead cyclists off the towpath and over the bridge by a new elevated ramp along the south edge of the park connecting to Harrison Road. From a new crossing point at Harrison Road, the cyclists can follow the existing path through Harrison Park West.

Where the path joins Ogilvie Terrace, there will be a new 3.0 m wide cycle path (coloured) which continues across Ashley Terrace to Ashley Drive and connects back onto the towpath where Ashley Drive meets the towpath.

Furthermore, there is an opportunity to either make Ogilvie Terrace and Ashley Drive one way (to reduce traffic) or close the roads as there is access to the housing via Harrison Gardens and Cowan Road. By closing the roads, it will be possible to open up these spaces to the towpath and the school and use placemaking to create a local urban space for play.



Towpath along the canal at Harrison Park West.



Existing path through Harrison Park West.



At Ashley Dr is an opportunity to close the road and open it up to towpath and school to create a shared space



Existing path through Harrison Park West joins Ogilvie Terrace



Bridge of Harrison Road. Ramp to be to the right.



Alternative Route | Meggetland (CA2AR2)

At Meggetland there is an opportunity to lead cyclists off the towpath East of N Meggetland by adding an elevated ramp to access the road. There will be access to the University of Edinburgh Boathouse by an underpass underneath the ramp.

From a new crossing point at N Meggetland, the cyclists can follow a new 3.0m designated cycle coloured path along Meggetland Wynd until the path can connect to the existing council-owned path going between the towpath and the residential area. At the end of the path, an additional ramp is required for the cyclists to join the towpath again.



Existing council-owned path in parallel with the towpath



Pedestrian access from towpath to the West side of N Meggetland

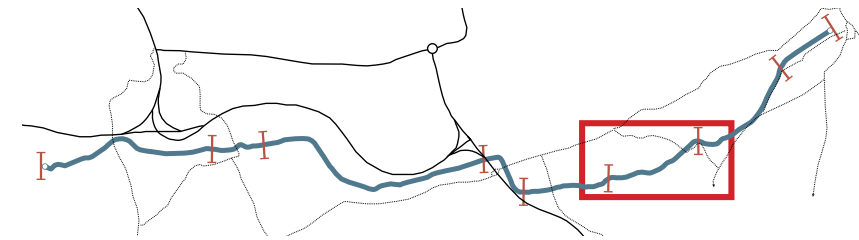


Desire line to bridge from towpath from the East



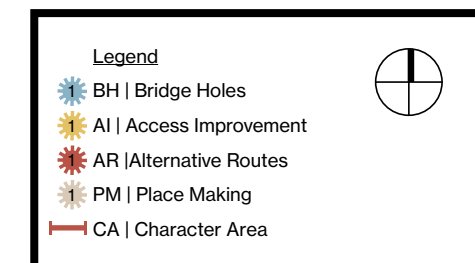
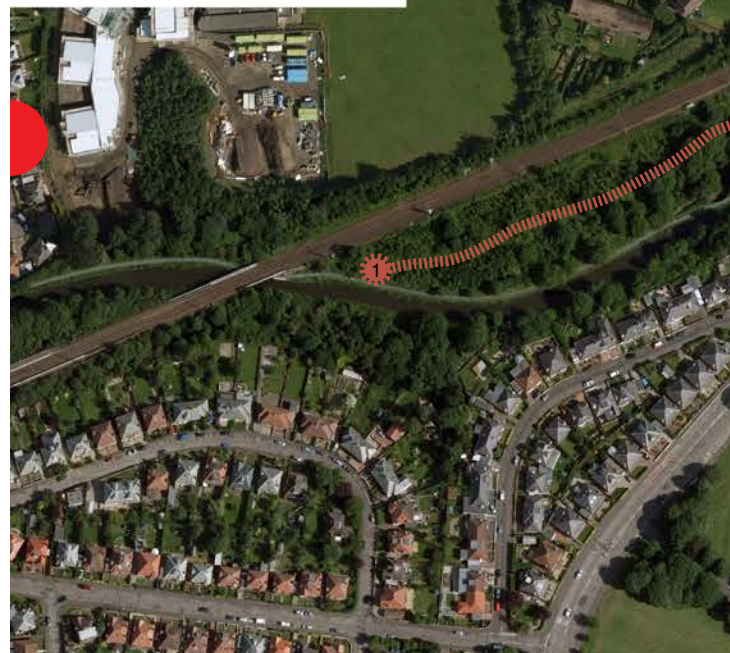
Towpath along Meggetland

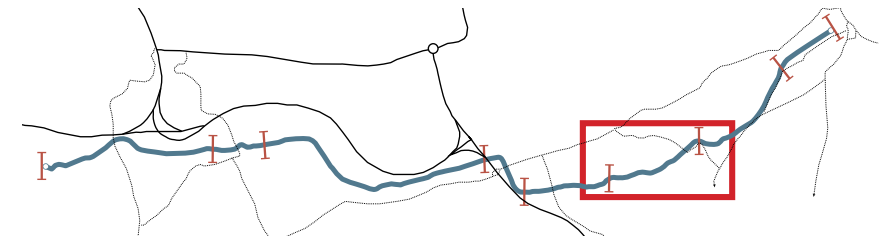




CA3 | Prince Charles Aqueduct – Dumbryden Road (1/2)

- CA3BH1 | Slateford Aqueduct is extremely narrow and not suitable for two-way crossing.
- CA3AI1 | Access improvement of the link between the Union Canal Towpath and Water of Leith. There are currently steep steps for access.
- CA3AI2 | Opportunity for steps with wheeling ramps to Inglis Green Road.
- CA3AR1 | Opportunity for alternative route at Redhall Park via path through the woodland.
- CA3PM1 | Opportunity for placemaking, e.g. seating near the mooring.
- CA3PM2 | Opportunity for placemaking at intersection.



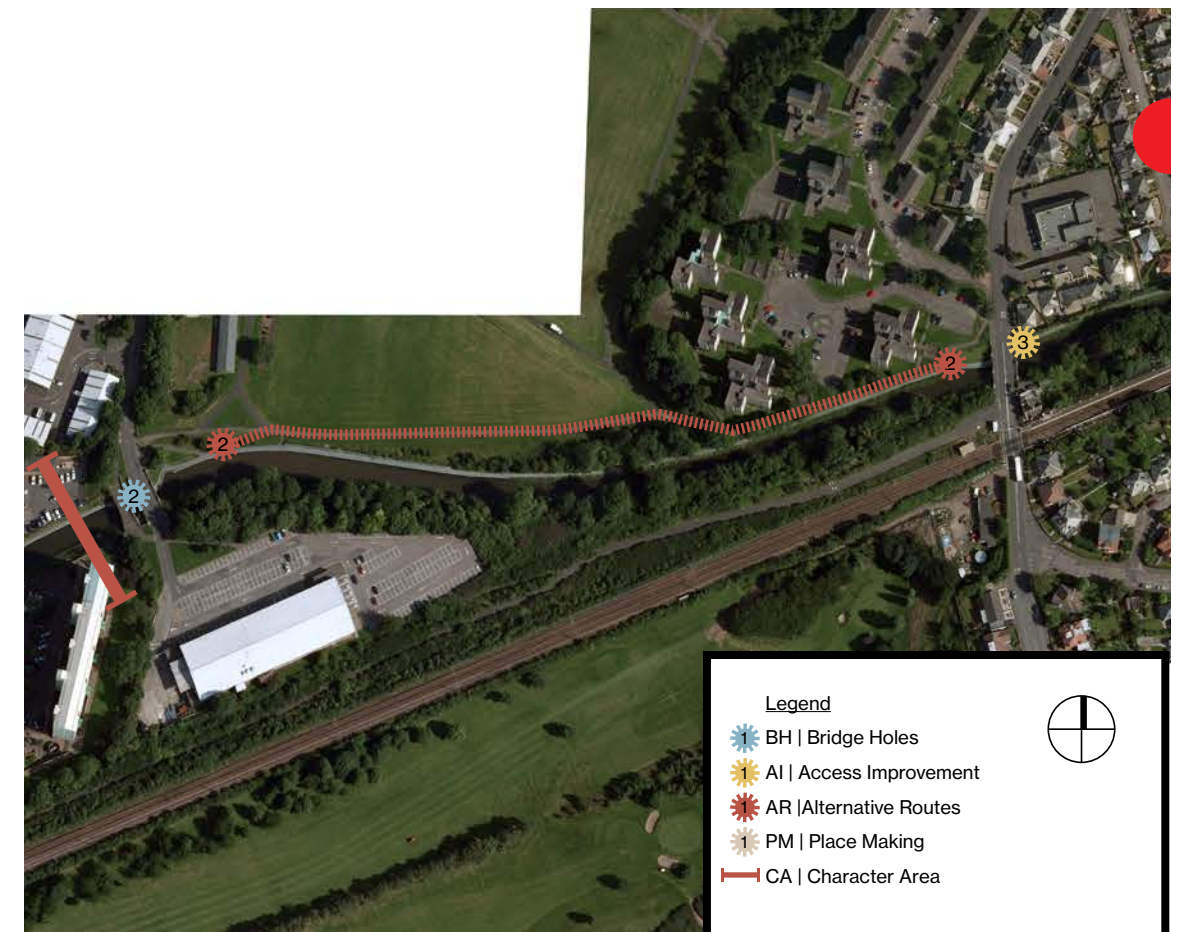


CA3 | Prince Charles Aqueduct – Dumbryden Road (1/2)

CA3BH2 | Opportunity to improve sightlines at pinch point at bridge hole at Dumbryden Road and foot bridge.

CA3AI3 | Access improvement via ramp to the East of Kingsknowe Road Bridge.

CA3AR2 | Opportunity for alternative route by linking up to existing path at Hailes Quarry Park.



Alternative Route | Redhall Park (CA3AR1)

South of Redhall Park there is an opportunity to lead the cyclist above and around Redhall Footbridge instead of through the bridge hole. A new ramp can be established on an existing access ramp which was recently installed for maintenance access, on the East side of Redhall Footbridge. This will lead the cyclists over and connect to the bridge and to the path intersection to the West of Redhall Footbridge. The NCN 75 runs off here across the footbridge and onto the Water of Leith walkway. Continuing west from the footbridge there is an opportunity to upgrade a desire line path through the woodlands to an alternative cycle route which can connect to the towpath again further West of Redhall Park.





Access to the Alternative Route from towpath via new ramp leading cyclist over and connecting to Redhall Footbridge.

Placemaking at path intersection to create awareness of the intersection of multiple paths.

New 3.0m path through the woodlands

Alternative Route | Hailes Quarry Park (CA3AR2)

West of Kingsknowe Road North there is an opportunity to lead cyclists onto an existing alternative route parallel to the towpath and follow the edge of a residential area. This existing path joins up with the path going through Hailes Quarry Park via a new ramp, and the alternative route will follow the path on the edge of the park. East of Dumbryden Road is the first opportunity for the alternative route to join back into the towpath, but there is also an opportunity for the alternative route to continue over Dumbryden Road and join the towpath on the West side of the bridge via an additional ramp.



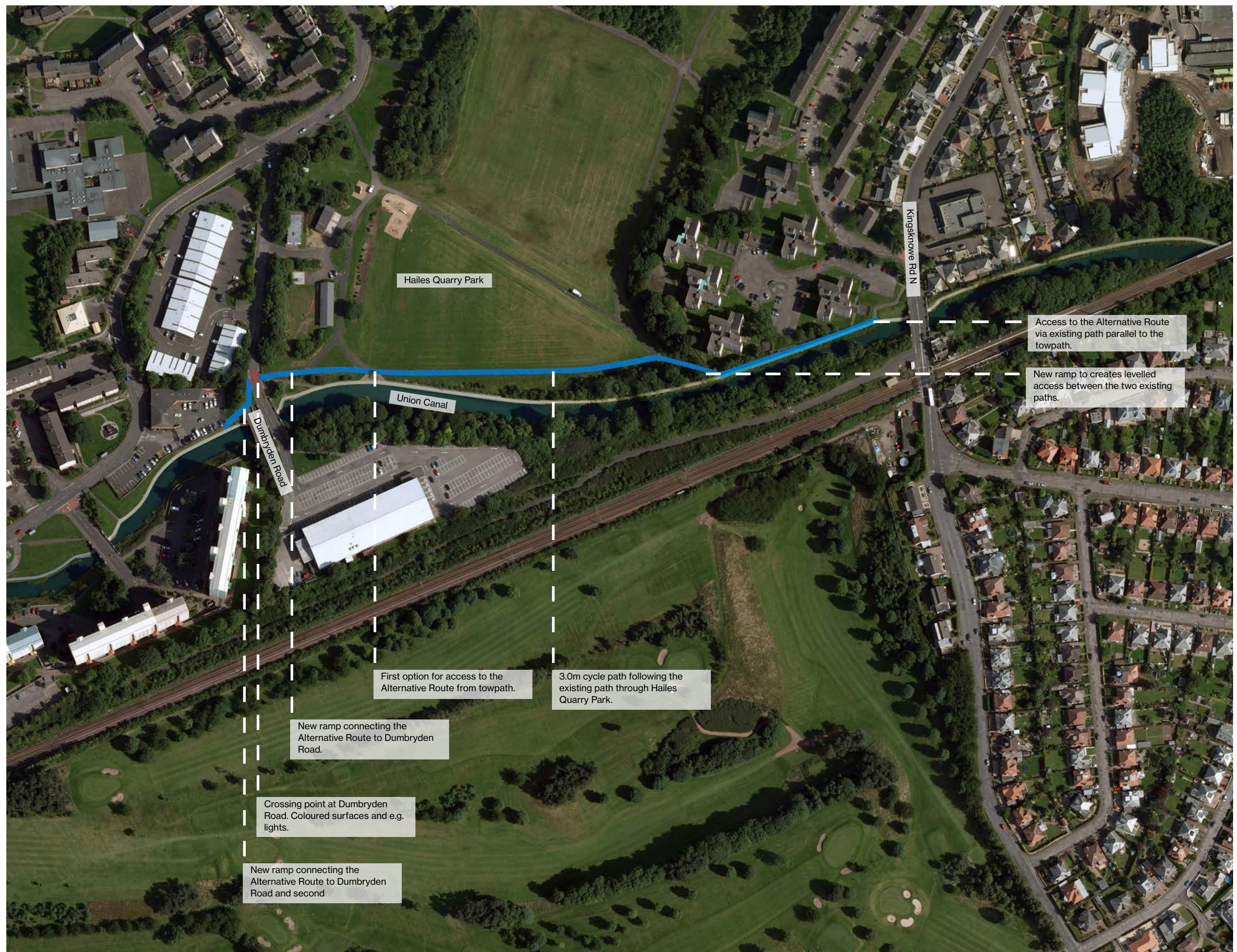
Existing opportunity to lead cyclists of an alternative route parallel to the towpath

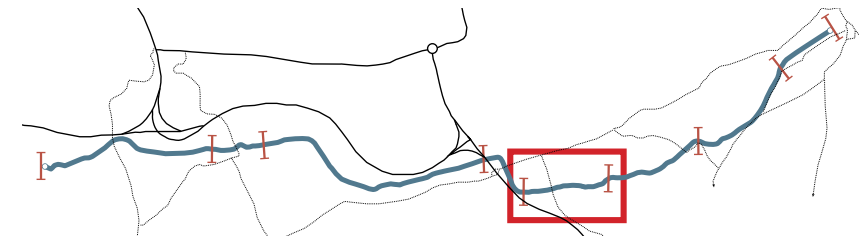


Existing alternative route parallel to the towpath



Hailes Quarry Park and opportunity for the alternative route and the towpath to join.





CA4 | Dumbryden Road – Middleknowe Footbridge (1/2)

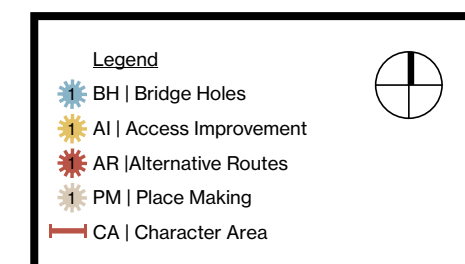
CA4BH1 | Opportunity to improve sightlines at pinch point at bridge hole Walkers Access Road Bridge.

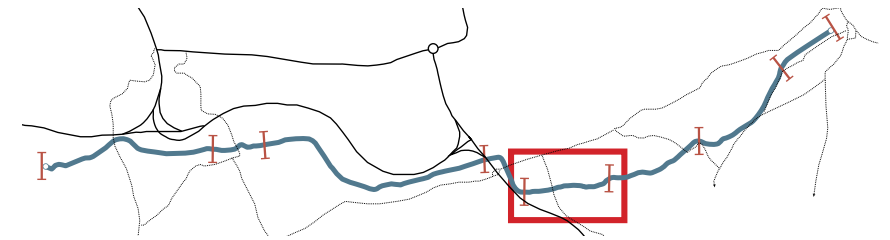
CA4BH2 | Opportunity to improve sightlines at pinch point at bridge hole at Clovenstone Road Bridge.

CA4AI1 | Clear desire line in the grass has opportunity to be improved and be an official access path.

CA4AI2 | Opportunity to have access to the Walkers Footbridge directly from the towpath via ramps on either side.

CA4PM1 | Opportunity for placemaking at the green stretch between Hailesland Road and the towpath.



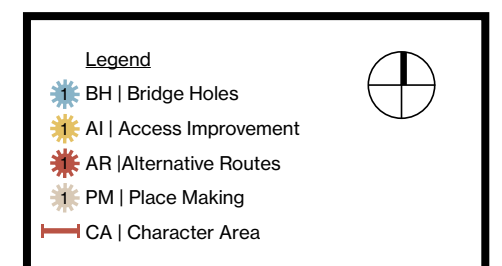


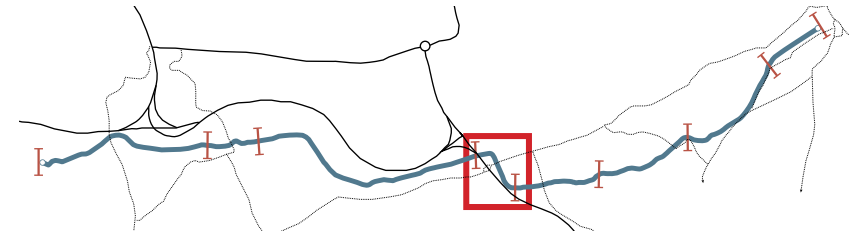
CA4 | Dumbryden Road – Middleknowe Footbridge (2/2)

CA4BH3 | Pinch point at bridge hole at Murrayburn Road Bridge.

CA4BH4 | Pinch point at bridge hole at Wester Hailes Road Bridge.

CA4AI3 | Opportunity to have a ramp access to the Middleknow Footbridge.





CA5 | Middleknowe Footbridge – John Scott Russell Aqueduct (1/1)

CA5AI1 | Opportunity for improvement of sightlines.

CA5AI2 | Clear desire line in the grass has opportunity to be improved and be an official access path.

CA5AI3 | Access improvement from towpath to road.

CA5AI4 | Access improvement from towpath to road.

CA5AI5 | Clear desire line in the grass has opportunity to be improved and be an official access path.

CA5PM1 | Opportunity for placemaking a green area along the towpath.

CA5PM2 | Opportunity for placemaking at Bridge 8 Hub and improve access to water.

CA5PM3 | Opportunity for placemaking a green area along the towpath.

