

## **Index**

<b><u>Cycle / Pedestrian Scheme</u></b>	<b><u>Page</u></b>
<b>Project 1 :- Fort Kinnaird to Brunstane</b>	<b>2</b>
<b>Project 2 :- Craigmillar Community Woodland Path Network</b>	<b>13</b>
<b>Project 3 :- Niddrie to New Edinburgh Royal Infirmary</b>	<b>31</b>
<b>Project 4 :- Bingham Tunnel</b>	<b>35</b>

## **Project 1 : Cycle / Pedestrian Scheme :- Fort Kinnaird to Brunstane**

### **Summary**

#### **Objectives**

- To upgrade this key local path into a safe, illuminated, all-weather footpath / cycleway, accessible to all, as part of an overall route reaching from Portabello to the N.E.R.I and Cameron Toll.
- To provide the main footpath / cycleway with accessible links to important local destinations (shops, supermarkets, housing), destinations elsewhere in the city and links to other parts of the footpath / cycleway network.
- To better promote the footpath / cycleway through the use of signs indicating destinations and distances.

#### **Recommendations**

- The section of path between The Jewel and Newcraighall Rd. to be upgraded to an all-weather macadam surface.
- The path should be lit and signed along its entire length.
- The pedestrian link with Asda Supermarket needs to be improved. A new, short connection between the car park and the desire line from Corbieshot Road would resolve many present difficulties.
- Some small-scale tree planting would give the path a greater coherence and ensure a better fit with its surroundings. This is achievable without compromising either sight lines or security.

## **1.0 Analysis**

- 1.1 Much of the footpath / cycle way linking Newcraighall Road and Hope Lane is already in existence. The section that runs from Magdalene Gardens to Hope Lane requires only redetermination and some minor works (such as the installation of drop kerbs, additional bollards, signage and the removal of a dangerous lintel).

The problematic section lies between Newcraighall Road and The Jewel. This is a popular route that is physically in terrible condition. The surface is muddy and rutted, lighting is provided only along part of the route.

- 1.2 Initially the condition of the path as it leaves Newcraighall Rd. is good. It is well lit and surfaced with tarmac; it requires broadening (from 2m to 3m). However after a run of approximately 66m the path abruptly deteriorates. The all-weather surface ends and there follows a 136m section of narrow, muddy path in extremely poor condition (see Fig. 1). It has no lighting other than that provided by peripheral lighting from the neighbouring loading bay. Two sections of the steel palisade fence that runs along its eastern edge are topped by razor wire (combined length approx. 70m.).

*Fig. 1 Much of the existing route leading from Newcraighall Road to Asda is simply a muddy track.*

- 1.3 The following (290m) section of path is only marginally better. It is broader (approx. 2m) with a degraded Whin /Type One surface in very poor condition. It links with the main pedestrian connection to Fort Kinnaird (which is both lit and surfaced with tarmac).

This section of path crosses 2 railway bridges (one of which is disused). The balustrades on these bridges need to be raised and made secure. There is a considerable drop to a lower level along part of this stretch of path. The path is supported by a long section of retaining wall the condition of which should be ascertained by a structural engineer.

- 1.4 The final section of path (219m) is surfaced with red blaes and runs from the base of the slope leading to the Asda Steps to the short tarmac strip (25m) connecting the path with the Jewel pavement. Two important desire lines connect with this section; the first links with Corbieshot Rd., the second with a point on The Jewel pavement to the west of the main connection.

- 1.5 On the North side of the Jewel the route is shared with the existing pavement. Unfortunately the presence of a bus stop and a lamp post make it impossible to broaden the route to 3m.

### **Lighting**

- 1.6 The middle section of the path (between Railway Bridge 2 and the tarmac section of path connecting with Newcraighall Road) has no lighting at all. Lighting needs to be extended along the entire length of the unlit path.

- 1.7 Land Use Consultants suggest that the path should not be lit along its entire length. They considered that this could be read as an invitation to use a path whose security could not be guaranteed. They further reckoned that the path did not function on a 24 hour basis and so did not justify being lit through the night.

This does not address the problem of the autumn / winter months when the path will be trafficked during Asda /Fort Kinnaird opening hours in conditions of semi - darkness. It makes no sense to light a path at its start and at its finish and then to miss out a substantial section in the middle. This in itself could be regarded as hazardous.

### **Pedestrian Access to the Asda Superstore**

- 1.8 The current pedestrian link between the path and the Asda Car Park is deeply unsatisfactory. A flight of irregular concrete steps leads to a point just short of the path leaving a short muddy slope in between (see Fig.3). Wheelchairs, people with prams and cyclists have no access – leaving a long deviation via the main entrance as the only alternative.

The steps themselves are in poor condition. The risers of are irregular and the wooden handrail is frequently broken. Both need to be replaced / repaired. A small area of hard paving is needed at the base of these steps to replace a strip of muddy grass.

Additional steps are needed near the top of the existing flight in order to make a proper connection with the main path.

Care needs to be taken in the siting of these steps. While the most natural place would seem to be directly in line with the path as it approaches the Railway Bridge – this could be hazardous for cyclists. Either these new steps should be located slightly further west or some sort of barrier provided at their top.

*Fig.3 The top of the Asda Steps – looking towards the car park.*

These repairs and additions will not on their own resolve the problem of limited accessibility. The footpath / cycleway would remain inaccessible to cyclists, people with prams and any wheelchair users trying to access the path from the Asda Car Park.

The construction of a ramp at this location has been proposed as a solution. However, there is a substantial change in level at this point: and any ramp would have to be of considerable length (with landings at regular intervals). Its construction would involve considerable earth-movement, felling of existing trees and general disruption to the existing car park. The base of this ramp would also be at a considerable distance from the foot of the steps.

### **Secondary desire lines**

- 1.9 There are three points at which desire-lines connect with the present path.

The most important of these connects Corbieshot Road with the main path. This desire line then crosses the landscaped berm and terminates in the Asda car park. The condition of this path is very muddy – an indication of

considerable use. (This is the location of the proposed new link between the path and the Asda Superstore).

An equally important shortcut lies slightly to the north. It leads from the main path to The Jewel pavement and represents a more direct route for the community living in neighbouring housing.

It would seem sensible to upgrade these two paths to a 2m width finish. A higher specification could be problematic and encourage their use by cars (the main route at this point will have a vehicle-loading specification).

Consultation with the land-owner would be necessary for the connection with Corbieshot Road (at present the path passes through a gap in the wooden palisade fence).

A third desire-line connects the main path shortly after it leaves Newcraighall Road with Newcraighall Business Park / Blackchapel Road. At present most of this path is simply worn grass, the relative lack of wear would seem to indicate relatively light use. Further community consultation might be advisable before upgrading a desire-line that might not merit the resources required.

### **Vehicular Access**

- 1.12 Clarification is needed from Network Rail regarding maintenance access to the railway line. It seems that vehicular access is required for the section of the route that runs from The Jewel to the field track entrance between Railway Bridges 2 and 3 (see Existing Site Conditions Dwg.). If so, the specification for this section would need to be more substantial than for the rest of the path (including provision for kerbs, increased depth of formation etc.). Given the local problem with joy-riding, bollards would be required to prevent further vehicular access after this point.

The relevant enquiries have been made to Network Rail (response pending).

## **2.0 Recommendations**

- 2.1 The route running from Newcraighall Road to The Jewel needs to be upgraded to a 3m broad macadam path lit along its length. Care needs to be taken to protect the existing hedge remnant. The edge of the route should, as far as possible, run directly beside the base of the Palisade Security Fence bordering Fort Kinnaird (with no gap between the path edge and the base of the fence).
- 2.2 An alternative solution to the problem caused by the Asda steps would be the construction of a fully accessible link elsewhere. One suitable location would be at the point where the desire line from Corbieshot Road crosses both the existing route and the planted berm surrounding the car park (See Diagram One, Appendix B). The levels at this point are relatively similar and the desire line shows signs of considerable use despite the difficulties of clambering over the steep berm.

Constructing a link between the car park and the path at this location would have several advantages. Given the similarities of the levels on either side, the connection would be more-or-less level (not ramped). Disruption during construction would be lessened (most of it could be done from the side of the existing path) and tree-felling minimised.

A link at this location would also establish a strong connection between the path and the supermarket. It would place the access to the footpath / cycleway at right angles to the main entrance ( - the position of the present steps is at a tangent). This solution would obviously require some remodelling of the existing berm and replacement tree / shrub planting.

This suggested alternative link between the new route and the car park has been raised with Asda (response pending).

- 2.3 The razor wire running along the top of the Fort Kinnaird Security Fence needs to be removed. This has been raised with the management of Fort Kinnaird (response pending).
- 2.4 The recommended specification for the upgrading of the 2 important desire-lines that connect with the main route would be a Whin-dust finish on a Type One base for a 2m broad path (see Appendix B 'Typical path Details').

### **Planting**

- 2.5 There are some opportunities for increased tree planting on the parcel of land to the West of the path as it crosses to the South side of The Jewel (mirroring the existing tree planting to the North). At present this area is mainly rough grassland and is currently used for dumping. Limited tree planting in this location would help give the whole footpath / cycleway a greater sense of continuity - at present the change in character as the path crosses The Jewel is very abrupt. Care would need to be taken not to compromise the sight-lines around the two desire lines that link to the main path. (See Diagram One, Appendix B).

The Edinburgh Greenbelt Trust has expressed a potential interest in being involved in tree planting. Ideally any planting proposed for the immediate vicinity of the path could be extended further to the West (along the narrow corridor that separates the northern side of the railway line from the new housing). The total area would need to be greater than 0.25 of a hectare in order to qualify for a grant from the Forestry Commission.

Some replacement planting of trees / shrubs would be necessary if pedestrian access to the footpath / cycleway from the Asda Car Park was constructed in the location outlined above.

### **Signage**

- 2.6 Signs are needed along the entire length of the route indicating potential destinations, relative distances and connections to other important cycle routes (such as the North Sea Cycle Route and links to the N.E.R.I.).

### **Land Ownership**

- 2.7 There are several areas where land ownership need to be clarified prior to construction beginning. Generally these relate to the area of rough grassland lying to the West of the Asda Car Park where two vehicle tracks (presumably relating to railway track maintenance) lead to gates in the security fence bordering the railway lines. Access to the railway bridges that the path crosses needs to be granted by Network Rail (in order to both confirm their condition and for actual construction to take place). The appropriate inquiries have been initiated for each outstanding query.

## **Appendix A - Schedule of Costs and Quantities**

<b>Description</b>	<b>Rate</b>	<b>Cost</b>
<b>New Track Construction</b>		
650m existing track upgraded to 3m broad macadam cycleway / footpath	£45,000.00 / km	£29,250.00
<b>Upgrade of Existing Track</b>		
66.5m x 2m broad existing macadam path to be broadened to 3m	£30.00 / m2	£2,100.00
<b>Lighting</b>		
395m length of route currently unlit	£30,000.00 / km	£11,850.00
<b>New Whin Paths</b>		
125m existing desire-lines upgraded to 2m whin-dust path specification	£18,000.00 / km	£2,250.00
<b>Balustrades</b>		
95m length of additional balustrades required for Railway Bridges	provisional sum	£15,000.00
20m balustrade for Asda Steps	£35.00	£700.00
<b>New Concrete Steps</b>		
6 x additional concrete steps to link to existing Asda steps with cycle way / footpath.	£100.00	£600.00
Minor landscape improvements at base and top of existing steps. 10m2 approx. concrete pavers.	£30m2	£300.00
<b>Bollards</b>		
10 x Additional Bollards (including 4 bollards for proposed new access to Asda Car Park)	£90.00	£900.00
9 x Existing Bollards requiring repainting / replacement of reflectors	£40.00	£360.00
<b>Drop Kerbs</b>		
5 x New Drop kerbs	£500.00	£2,500.00



Description	Rate	Cost
<b>Additional Tree Planting</b>		
Dependent on agreement on location of new pedestrian access to Asda Car Park.		
Tree belt to Southern of the Jewel		£750
<b>Signage</b>		
5 x new posts + directional signs	£250.00	£1,250.00
11 x directional signs	£100.00	£1,100.00
<b>Additional Costs</b>		
Removal of dangerous overhanging lintel (pedestrian vennel adjacent to Magdalene Gardens)	Provisional sum	£300.00
Remodelling and replanting of Berm surrounding Asda Car Park where the new link to the Footpath / Cycleway is proposed.	Provisional sum	£25,000.00
<b>TOTAL</b>		<b>£94,210.00</b>

## **Appendix B - Drawings**

### **Diagram A – Proposed Route Typical Path Details**

Report to be read in conjunction with Dwg.s:-

Existing Site Conditions Sheet 1 Drawing  
Existing Site Conditions Sheet 2 Drawing  
Proposed Route Drawing  
Location of Details Drawing

## **Project 2 : Cycle / Pedestrian Scheme :- Craigmillar Community Woodland Path Network**

### **SUMMARY**

#### **Objectives**

1. To implement the Access Strategy by developing footpath / cycleway routes that :-
  - Increase employment and recreational opportunities for local residents.
  - Integrate the area better within the city structure.
  - Develop the area between Craigmillar the new Royal Infirmary as a public park (as proposed by the Craigmillar Interim Planning Framework).
2. To create a path network that provides for two separate uses :-
  - **Arterial** routes that provide access for people seeking facilities outwith the Woodland.
  - **Amenity** routes that develop the Woodland as a recreational resource in it own right.

#### **Recommendations**

- Craigmillar Community Woodland Path Network needs to be seen as one link in an accessible chain of routes that begins at the Innocent Railway and provides links to destinations that include Peffermill Industrial Estate, Craigmillar Community Woodland, Inch Park , Cameron Toll and the N.E.R.I.. Ultimately this route is capable of reaching as far as the Blackford and Braid Hills.
- The decisions relating to the upgrading of path network must be integrated into the wider masterplanning of both Craigmillar and Craigmillar Castle Park .
- The first priority should be the upgrading to an all-weather surface of the arterial route connecting Bridge End Farm to Craigmillar Court. This must include provision of a light-controlled pedestrian crossing on Old Dalkeith Road and provision for the whole route to be lit at night.
- The arterial route leading to the Council Depot also needs to be upgraded (either to a whin or macadam surface) with the option of a light-controlled crossing on Old Dalkeith Rd. considered.
- The amenity path network can be considerably improved with relatively simple changes. These include the introduction of short link sections of path connecting existing parts of the network; the reinstatement of sealed entrances into the woodland and the creation of one clearly defined direct route leading from Craigmillar to the open spaces around the Castle.
- Signage (of two distinct types) must be improved. The first category of sign must locate and give distances for the various economic, commercial and recreational destinations reached by the arterial path network. The second is interpretative; giving people access to information on the rich ecology and history of the Woodland.

### **1.0 Analysis**

- 1.1 The existing path network inside Craigmillar Community Woodland contains 2 basic types of route (see Diagram One, Appendix B) :-
- Arterial Routes:- moving people in an East / West direction across the Community Woodland to access facilities on the other side of Old Dalkeith Road (in particular those at Cameron Toll) and North / South towards the NERI (and in the future to the Medi-Park).
  - Amenity Routes:- used by local people exploiting the Community Woodland as a recreational resource. These paths tend to run generally in a North – South direction.
- 1.2 In general while access into the Woodland on eastern flank is good, access from the west is extremely poor. This is due to a considerable extent to the difficulty of crossing Old Dalkeith Road and the lack of coherent links to Cameron Toll and Inch Park. Access from the woodland into the open spaces around the Castle is poor.

### **Arterial Routes**

- 1.3 The two most important arterial routes (see Diagram 2, Appendix B) that cross the Woodland and link Craigmillar to facilities further West are:-
- Arterial Route One beginning at Niddrie Road / Craigmillar Court and connecting with Bridge End Farm.
  - Arterial Route Two beginning at the corner of Craigmillar Castle Avenue and ending at the Access Road leading to the Council Depot.
- Neither of these routes have an all-weather surface and are consequently very muddy in poor weather. There is no signage on either of them.
- 1.4 The most important North / South arterial route is the new constructed cycle way that runs from the corner of Craigmillar Castle Avenue to the car park of the New Edinburgh Royal Infirmary (see paragraph 1.11).
- 1.5 The connections between the arterial paths inside the Woodland and external pedestrian / cyclist routes are extremely poor.
- 1.5 The transition from the materials of the urban environment to those of the woodland (especially at the eastern entrances ) is often very abrupt - the path simply changes from tarmac to grass (often muddy) as it enters the woodland. This rapid change of materials does not invite further exploration.
- 1.6 In the past paths followed the dominant landscape features such as the hedgerows and the tree belts that structured the site (see O.S. Maps). The grid that these features / paths established represented the simplest and most direct way of moving people from the Eastern side of the Woodland to the Western side (and visa versa). Unfortunately in several places this clarity has been lost as particular paths have been directed away from the existing hedgerows. This can clearly be seen at the start of Arterial Route One particularly where it enters the Woodland adjacent to Craigmillar Court / Niddrie Road. It would be relatively straightforward to return the network to its original layout.

It is worth remembering that direct, straight paths on which people can see anyone approaching from a considerable distance will always be more inviting to use. Narrow, twisting paths on which one is never certain what is around the corner will generally act as a deterrent.

*Fig.1 Lack of all weather surface on arterial routes.*

### **Old Dalkeith Road**

- 1.7 There are two locations on Old Dalkeith Road where important arterial routes terminate. The first is at Bridge End Farm, the second is at the end of the Access Road that leads to the Council Depot.
- 1.8 The crossing at Bridge End Farm will always be problematic :- the Farm is situated on a narrow bend in the road with visibility limited in both directions. It is, however, (and will continue to be) an important node for pedestrian traffic for the following reasons:-
  - At present the car park is frequently used by dog-walkers accessing the woodland.
  - In the future it is intended that the buildings of the Farm (owned by C.E.C.) will be developed as a centre for B.T.C.V. (British Trust for Conservation Volunteers). 'Enable' has recently received funding for a project training local people in environmental work to be based either in the Inch Nursery or Bridge End Farm itself. All these developments will increase the pedestrian traffic towards the farm.
  - The access road into the farm will service the allotments (due to be located in the field behind the Farm).
  - The farm buildings are intended to become the 'gateway' to the Craigmillar Public Park on its western flank.
  - The entrance to the farm is almost directly opposite the main entrance to Inch Park

*Fig.2 The problematic crossing of Old Dalkeith Road at Bridge End Farm*

If Craigmillar is establish proper connections with facilities to the west of Old Dalkeith Road (Cameron Toll, Inch Park) this crossing will require a light-controlled pedestrian crossings

- 1.9 The second important crossing point on Old Dalkeith Road (at the end of Arterial Route 2 - see Diagram 2, Appendix B) has better sight-lines than the crossing at Bridge End Farm but is also problematic.

The Access Road that leads from the Council Depot to the crossing point is at present badly in need of traffic calming measures. It caters for both cars and heavy lorries (required to remove the loaded skips) which frequently travel at considerable speed. There is no pavement - pedestrians and cyclists are forced to share the carriageway (which is not broad enough to accommodate

2 cars + 1 pedestrian). At the junction of the Access Road and Old Dalkeith Road a gate limits access to between certain hours (necessary to prevent illegal out- of-hours dumping). There is a narrow pedestrian gate (with a vandalised lock) that needs to be replaced and broadened.

*Fig.2 The Access Road leading from the Council Waste Depot to Old Dalkeith Road.*

- 1.10 On the western side of the Old Dalkeith Road (opposite the entrance to the Access Road) a short muddy section of grass establishes the desire-line that eventually connects with Inch Park. It should be straight forward to up-grade this to make a proper connection.

### **Access to the New Edinburgh Royal Infirmary**

- 1.11 The recently constructed footpath / cycleway leading to the NERI is of primary importance in linking Craigmillar with the economic / employment opportunities of both the new Infirmary and the proposed Medi-park.
- 1.12 Unfortunately access is severely limited by a 'stepped' section of the existing route as it enters the hospital's grounds. This section is also characterised by an unfortunate change of surface (from Tarmac to Type One). Given the steep contours on either side this surface is likely to degrade quickly when subjected to prolonged exposure to bad weather.
- 1.13 At present the junction between the recently installed cycle route and the arterial route that lies immediately to the north of the open spaces around Craigmillar Castle is extremely poor. It needs to be upgraded.

### **Amenity Paths**

- 1.14 The amenity paths network often consists simply of mown grass paths running through belts of newly planted trees. Where this is the case the paths are perfectly in keeping with the character of its woodland setting and are in no need of improvement. Occasionally, especially where the paths runs under avenues of mature tree, they can be almost lost under the encroaching vegetation. These need to be sensitively reinstated (possibly simply by increased mowing regimes).
- 1.15 Where problems do exist they tend to relate to :-
  - Inappropriate use of paths by motorbikes.
  - Some inappropriate surfaces where heavy pedestrian traffic is evident.
  - Lack of links between different sections of the network.
  - Lack of signage.
  - Lack of links with the open spaces around the Castle.

It is important to recognise that the spaces around the Castle are an important and underused recreational asset.

- 1.16 At present there are only 4 points at which people can move from the Woodland into the open fields that surround the Castle.

- The first of these is accessed by a muddy path that runs southwards from a point near the junction of Craigmillar Castle Avenue and Craigmillar Castle Gardens.
  - The second branches from the Arterial Route 3 (near the point at which it meets the security fence surrounding the Council Depot) and runs through the woodland planted on the site of the old fire-works factory. It terminates in a set of steps and a 1m high boundary wall (with no style).
  - The third existing link is a branch of the previously described path and links to the open spaces around the Castle to the south of the previous connection via a series of steep slopes that limit accessibility.
  - The fourth lies next to the almost completely over-grown Yew Walk.
- 1.17 The access into the Woodland from the South – West (Old Dalkeith Rd. /Liberton) at present is virtually non-existent. In the past it was accessible via “Yew Walk”. Sometime in the last 30 years the entrance to this walk (through the boundary wall) was sealed (see Fig.3). The feasibility of reopening it needs to be assessed. If this entrance was restored and ‘Yew Walk’ reinstated (currently under consideration by the Leisure and Recreation Department) and proper connections made with the wider Path Network, the Woodland would become accessible to a wider community.
- 1.18 There are a mass of small, informal paths in the section of existing woodland adjacent to Yew Walk, many of which are used as motorbike trails. This, as Jane Bilous (Culture and Leisure Department) observed, can act as a deterrent to other path users.
- 1.19 Excluding motorbikes entirely from the C.C.W. will be difficult. There is a general consensus that the best way to limit the unauthorised use of the Woodland by motorbikes is to increase the level of pedestrian traffic using the paths. The introduction of ‘Kissing – Gates’ on some access points to parts of the C.C.W. path network is being investigated by the Recreation and Leisure Dept. but there are difficulties regarding wheel-chair access and vandalism. Motorbike users of the C.C.W. have shown themselves extremely resourceful in the past at negating similar attempts at exclusion.

*Fig. 3 The sealed entrance to Yew Walk.*

- 1.20 In general the secondary paths in the general area of Yew Walk and Chestnut Avenue are characterised by informality. The paths twist between the trees of the mature woodland, with vegetation encroaching from either side. Often they are no more than simply earth/muddy trails. This is entirely in keeping with their surroundings; any new intervention in this part of the C.C.W. must respect this character.
- 1.21 There is, however, a strong case to be made for one single route linking Old Dalkeith Rd., Yew Walk and the main Community Woodland Path Network to be established to a higher specification similar to the other arterial routes (a 2m wide path). The informal secondary paths that run off this spine should left as they are.

- 1.22 Opening up this section of mature woodland could potentially have a major impact on circulation. It would seem sensible to wait and evaluate its impact before projecting further path improvements in this general area.

## **2 Recommendations**

### **Arterial Routes**

- 2.0 Upgrading Arterial Route One (that runs from the entrance beside Craigmillar Court and connects to Bridge End Farm) to a 3m Macadam footpath / cycleway (lit at night) must be the main priority. This is in effect a missing link in what has the potential to be a complete route connecting the Innocent Railway to Inch Park (as far as possible following the course of the Braid Burn). Light controlled crossings on Peffermill and Duddingston Roads (and general upgrading of the Braid Burn path) would also be required.

This would be the single most effective way of achieving the objective of 'integrating the area better within the city structure' as identified in the Craigmillar Interim Planning Framework.

It has the potential to make a real difference in terms of increasing accessibility for people living in Craigmillar to the wide range of economic, commercial and recreational facilities that lie to the West of the Woodland.

**For this route to operate as intended a light-controlled pedestrian crossing on Old Dalkeith Road at Bridge End Farm is essential.**

**The route needs to be lit along its entire length (starting at Niddrie Road and terminating at Bridge End Farm).**

C.E.C. Culture and Recreation Department have reservations about a 3m macadam route, lit at night, being out of character with the woodland setting of Craigmillar Castle Park. A green coloured surface-dressing for the route would allay some of these concerns.

- 2.1 The entire route running from the Innocent Railway to Inch Park would benefit from having a clear identity. This could best be achieved by giving the whole route a name (Braid Burn Path?) and by a co-ordinated program of public art works.

A recent initiative seeks to develop Craigmillar as a tourist destination. The completion of this proposed route would have the potential to provide direct access from the city centre to Craigmillar Castle.

- 2.2 Arterial Route Two (that runs from the corner of Craigmillar Castle Avenue to the Access Road leading to the Council depot) is also an important route that needs to be upgraded. The most appropriate specification for this route would be a 2m path in either macadam or whin. The preferred choice of surface could be raised in the forthcoming public consultation exercise (see paragraph 4.0. )



The specification preferred by Culture and Leisure Department for whin paths at present includes a timber edging. This can lead to problems with water being retained by the edging on the path surface – and consequent problems of erosion. The recommended S.N.H. and 'Paths for All' specification for similar paths has no timber edging. As a consequence these paths are less expensive and have a gentler profile – one that is perhaps more in keeping with a Woodland setting.

This route requires traffic calming measures where it shares the use of the Access Road that leads to the Council Depot. The option of installing a light-controlled crossing on Old Dalkeith Road should be considered, although the relatively good sight-lines make the need for one less of a priority than at Bridge End Farm.

### **Signage**

- 2.3 Directional signs indicating economic, commercial and recreational destinations are required along the entire corridor of the arterial routes. The signage should run in a coherent manner from the Innocent Railway to Inch Park. Interpretative signage should be located at junctions where the arterial routes meet the amenity routes – these should be illustrated and explain both the historical as well as ecological setting.

These signs could be produced in association with local schools. Ways have to be found to make the words 'Community' Woodland a reality.

### **Access to the NERI and proposed Medi-Park**

- 2.4 The only alternative to the present unsatisfactory situation would seem to be a re-contoured ramped route making contact with the hospital site further to the west.

This remains a necessary improvement.

- 2.5 However the latest Craigmillar Interim Planning Framework (6.02.03) raises once again the suggestion that Craigmillar Castle Road might be closed to through-traffic once the new link road connecting the Infirmary and Green Dykes Road has been built. This road which would be restricted to buses, cyclists and pedestrians.
- 2.6 These two proposals probably represent the best way of improving access to the new Infirmary. While it would seem sensible to wait and evaluate their impact before investigating a remodelled footpath / cycleway linking Craigmillar and the Infirmary, some small-scale improvements could be made in the interim. The most obvious is the replacement of the whin finish on the stepped section with macadam (although this part of the site is not in ownership of the C.E.C.).

### **Amenity Routes**

- 2.7 The existing network of amenity paths needs to be developed to promote the Woodland as a recreational destination in its own right. This is achievable with relative simple improvements :-
- The sealed entrance to Yew Walk from Old Dalkeith Road should be reopened, Yew Walk needs to be reinstated and connected to the main path network. This would open up the entire Woodland to communities living to the south-west of the site (who presently have no direct access). The specification for this path should be a 2m Whin surface on a Type One base (with a short tarmac threshold leading from the pavement on Old Dalkeith Road).
  - The existing desire line that runs southwards from Craigmillar Castle Avenue to the open spaces around Craigmillar Castle needs to be upgraded to a 2m Whin surface on a Type One base. This is potentially the most accessible route leading from Craigmillar to the open spaces around the Castle.
  - A stile is needed at the point where the second amenity path leading towards the Castle meets a 1m boundary wall.
  - Some re-profiling of the steep sections of third path linking the Woodland to the Castle would help increase accessibility.
  - Other amenity path upgrades should proceed on an incremental basis as increased use indicates a need for more substantial surfaces on individual parts of the network. Any prescriptive recommendation for blanket upgrades would risk damaging the woodland character that draws people to the area in the first place.
- 2.8 The only directional signs needed on the amenity path network are those indicating access to the open spaces around the castle. There is, however, a need for illustrated, interpretative signage as a means of giving people access to information on the rich ecology and history of the Woodland.

### **3.0 Funding**

- 3.1 Provisional costings of the recommended improvements can be found in Appendix A.
- 3.2 The C.E.C. Culture and Leisure Department (Jane Bilous) have already investigate possible sources of funding for both path improvements and signage. The Forestry Commission Scotland operates the 'Scottish Forestry Grant Scheme' (Schemes 4 and 7) which can supply up to 90% of the costs of whin paths and funds for signage (both directional and for interpretation). Criteria for making grants include many of the core objectives of this project (social inclusion, wider access to recreational facilities).

The Forestry Commission Scotland currently administers the 'Mary Emily Scott' legacy which donated £150,000.00 specifically to Craigmillar Woodland.

A 'Management Group' for Craigmillar Community Woodland exists (it has not met for several years) membership includes Gavin Strang MSP and Jack O'Donnell. This surely could play a part in fundraising.

- 3.3 Charlie Cumming (project manager of the Edinburgh Greenbelt Trust) expressed provisional interest in funding up to 50% of the cost of some of the proposed path improvements on the understanding that the E.G.T. would be responsible for their construction.
- 3.4 Craigmillar is currently the subject of a range of initiatives (such as the proposals for tourism already mentioned). There must be a considerable range of potential partners, both local and national (e.g. S.N.H, Forestry Commission Scotland) for projects based on the key issue of the provision of accessible links.

These potential partners include private developers. The maximum use needs to be made of 'planning gain' to finance the necessary improvements.

#### **4.0 Public Consultation**

- 4.1 The C.E.C. Culture and Leisure Department are undertaking a major public consultation exercise concerning the development of 'Craigmillar Castle Park' (Craigmillar Community Woodland combined with the open spaces around the Castle) in November 2003. The findings of this report will be included in the material that forms the basis of the consultations.
- 4.2 A variety of community organisations need to be included in the wider consultation. These include Craigmillar Community Council, Craigmillar Community Alliance, the Craigmillar Capacity Building Project and the local Development Council.

#### **5.0 Conclusions**

- 5.1 Craigmillar Community Woodland has been studied several times in the past. It is important that this time, following on from the above public consultation exercise, the project moves quickly towards implementation.
- 5.2 This would be best achieved by one person, such as a dedicated Parks Manager (based at Bridge End farm), responsible for driving the project forward. The Department of Culture and Leisure should organise the upgrading of the paths (including any necessary fund-raising) with the Accessible Transport section of City Development overseeing the necessary associated road works.

These improvements would need to include a new light-controlled pedestrian crossing; traffic calming measure on the Access Road; a 30mph speed limit on Old Dalkeith Road and any necessary re-profiling of the road corner at Bridge End Farm. A provisional timetable for the works needs to be established.

The Culture and Leisure Department must liaise closely with City Development to co-ordinate the improvements around the edge of the Woodland as well as the installation of the cycle / footpath route itself.

- 5.2 Any improvements made inside the Woodland must be integrated with external developments. The whole of Craigmillar is currently the subject of a new masterplan (by Lovejoys). Any decisions concerning the upgrading of individual routes must feed into the larger decisions being taken by the authors of the masterplan.
- 5.3 While the proposed improvements are, to a considerable extent, to be taken as a single package (each improvement impacting on its neighbour), some priorities can be identified :-
- The upgrading of Arterial Route One will have the greatest impact on increasing accessibility for the people of Craigmillar to a wider range of economic, commercial and recreational facilities, as well as better integrating the community into the city fabric. This upgrade must include a light-controlled pedestrian crossing at Bridge End Farm and lighting for the whole route.
  - There are two priorities (of equal importance) for upgrading the amenity path network.

The first priority must be the reopening of the sealed entrance on Old Dalkeith Road and the restoration of Yew Walk (extended to link with the existing path network). This would open up the woodland to communities living to the south-west. It would increase pedestrian traffic on the under-used paths in this part of the network (and by doing so help to deter use by motorbikes).

The second priority relates to the creation of better connections between the Woodland and the open spaces around the Castle. The most obvious way to do this would be to create a new path running from the corner of Craigmillar Castle Avenue to the gap in the tree-belt currently separating the Woodland from the Castle.

- 5.4 It is important that all improvements should be handled sensitively and respect the high-quality woodland setting. This is probably best achieved by overall responsibility for the project being given to the Department of Culture and Leisure.

There is, however, a potential conflict between the implementation of the Access Strategy (which will favour robust path surfaces such as macadam) and the aesthetics of retaining the existing woodland character (which will prefer looser surfaces such as whin).

This best resolved by accepting a balance between the two competing viewpoints.

## **Appendix A Schedule of Costs and Quantities**

<b>Description</b>	<b>Rate</b>	<b>Cost</b>
<b>Arterial Route Improvements</b>		
<b>Arterial Route One</b>		
758m upgrade to 3m Macadam surface	£45,000.00 / per km	£34,110.00
Green surface dressing to route	£8.00 / per m2	£18,192.00
Lighting	£30,000.00 / per km	£22,740.00
Land clearance adjacent to Craigmillar Court (restoring path to route of original right of way)	£1,000.00 / hectare	£500.00
1 x light controlled pedestrian crossings Bridge End Farm / Old Dalkeith Road		£15,000.00
<b>Arterial Route Two</b>		
392m upgrade to 2m whin path	£18,000.00 / per km	£7,056.00
Traffic calming measures on 292m long Access Road leading to Council Depot. 6 x sinusoidal humps with 7 associated markings etc.		£50,000.00
8m section of Macadam footpath / cycleway on west side of Old Dalkeith Rd. linking to established network leading to Inch Park.		£360.00
Option of light controlled crossing on Old Dalkeith Road		£15,000
<b>Amenity Path Improvements</b>		
2m Whin Path from corner of Craigmillar Castle Avenue (188m)	£18,000.00 / per km	£3,384.00
Restoration of Yew Walk and extension to link with main path (310m)	£18,000.00 / per km	£5,580.00
Land clearance (Yew Walk) – 1 hectare (approx.)	£1,000.00 / hectare	£1,000.00
Cost of reopening entrance to Yew Walk	(provisional sum)	£1500

<b>Description</b>	<b>Rate</b>	<b>Cost</b>
576m extension of network into Castle Woods		
1.2m path whin / bark mulch surface	£10,000.00 / per km	£5760.00
287m new path linking Arterial Routes One and Two		
1.2m path whin / bark mulch surface	£10.00 / linear metre	£2,870.00
<b>Signage</b>		
10 x directional signs with post	£250.00	£2,500.00
20 x A1 Illustrated Interpretation Boards	£1200.00 each	£24,000.00

**Maintenance**

An allowance for Path and Sign Maintenance needs to be made in the budget of the Culture and Leisure Department.

**TOTAL****£209,55**

## **Appendix B - Site Diagrams**

**Enclosed :-**

- 1) Diagram One – Craigmillar Community Woodland – Existing Pedestrian / Cycle provision**
- 2) Diagram Two – Arterial Routes – Proposed Improvements**
- 3) Diagram Three – Amenity Routes – Proposed Improvements**

Report to read in conjunction with:-

Existing Site Conditions Drawing;  
Path Hierarchy Drawing and  
Strategic Overview Drawing



### **Project 3 : Cycle / Pedestrian Scheme :- Niddrie to New Edinburgh Royal Infirmary**

#### **Summary**

##### **Objectives**

- To improve linkage between Niddrie, the Edinburgh Royal Infirmary and Old Dalkeith Road.

##### **Recommendations**

- To delay substantial investment in improving pedestrian / cycleway provision until the effects of the new access road and the suggested closure of Craigmillar Castle Road can be evaluated.
- To look for low cost, small-scale means of improving accessibility. For example the installation of gate at the point where the eastern perimeter fence blocks the connection between two sections of recently installed whin path.

## **1.0 Analysis**

- 1.1 Considerable changes are scheduled for the area of land directly to the South and East of the New Infirmary. The introduction of a 'Medi-Park', additional housing and a new access road will create new patterns of movement and demand for access that are currently hard to predict.

It would therefore seem inappropriate to commit substantial resources to improvements that might become obsolete in a relatively short time. It would seem preferable to look for small –scale, low cost incremental improvements whose effects can be closely monitored.

One simple improvement could potentially transform the current extremely poor pedestrian connection between Niddrie and the Infirmary. A key link section of recently installed path is blocked by a chain link security fence. On the other side of the fence the path continues and crosses a newly installed bridge over the Niddrie Burn. Neither section of path (nor the substantial bridge) make any logical connection (see fig.1).

*Fig. 1 Connecting path blocked by security fence.*

## **2.0 Recommendations**

- 2.1 The installation of a gate at this point in the perimeter (as must have been originally intended) would be the best way of transforming access provision from Niddrie to the N.E.R.I. and transport links to rest of the city via Old Dalkeith Road. The main desire line, currently cutting diagonally across a neighbouring field, would become obsolete. The existing right of way that lies to the west of the straightened Niddrie Burn would be restored to its previous importance – i.e. the main route for people moving from Niddrie to access the E.R.I. site and destinations further west.

It is hard to ascertain exactly why this path is blocked. Care has been taken to construct the path on both sides of the chain-link security fence – the missing gate seems like an anomaly. Unfortunately there seems to be no mention of the maintenance of this route in terms of a planning condition in the relevant correspondence.

While the N.E.R.I. might prefer to limit access and prevent a steady stream of people filtering across its grounds to access Old Dalkeith Rd (and destinations further West) – it is evident (given the construction of the path) that at one point this route seems to have been agreed.

Any legitimate security concerns that the hospital might have (in the context of open access at all its other entrances) could be addressed by locking/unlocking the gate at times such as dawn and dusk.

This entrance remains the only level approach to the hospital. Decisions relating to it need to be taken in the context of the lack of accessibility of the other approaches from Craigmillar (the 'stepped' cycleway).

**There is already an exhaustive correspondence relating to non-installation of this gate. The fact remains that a gate installed at this point would be the best means of achieving the 2 aims stated in the Access Strategy :-**

- **Increasing employment and recreational opportunities for local residents.**
- **Integrating the area better within the city structure.**

It is important, if possible, that the decisions relating to its absence are revisited.

## **Project 4 : Cycle / Pedestrian Scheme :- Bingham Tunnel**

### **Summary**

#### **Key Problems**

- Insufficient lighting inside the tunnel.
- Poor visibility because of bend in tunnel.
- Hazardous combined use of tunnel by pedestrians / cyclists / motorbikes.
- Poor signage.

#### **Recommendations**

- Option of limited 24 hour illumination in darkest part of tunnel.
- Use double row of offset bollards at northern entrance to slow cycles / motorbikes.
- Commence a program of small-scale incremental improvements monitored for effectiveness.
- Additional signage.

## **1.0 Analysis**

- 1.1 Bingham Tunnel is an important, popular, local link connecting communities and facilities separated by the Niddrie to Slateford railway line.
- 1.2 The tunnel links Bingham (north of the railway line) with Niddrie (to the south). It allows local communities to access to local shops, recreation facilities (football pitches to the north, the Jack Kane Centre to the south) and transport links to other economic and commercial destinations further afield. It connects the communities lying to the south of the railway line to the important path network running from the Innocents Railway to the Jewel (and destinations further east).
- 1.3 The tunnel is over 20m in length with a pronounced bend in the middle (see Fig.1). It has dark stone and brick walls (with considerable graffiti). The roof is constructed from the girders supporting the railway line. On the ground there is evidence of large fires being lit inside the tunnel.
- 1.4 The main problem with the tunnel is the bend in the middle. From the northern approach only approximately 1/3 of the exit is visible (see Fig. 2). The position is slightly better on the southern approach with approximately 2/3 of the exit being visible at the actual entrance to the tunnel (see fig.3). This obviously contributes to a sense of insecurity for users entering the tunnel (they cannot see what is round the corner).

*Fig.1 The tunnel interior.*

*Fig.2 Tunnel entrance looking North.*

*Fig.3 Tunnel entrance looking South.*

- 1.5 The tunnel is used by day as well during the night. It is lit.
- 1.6 It is used by both motorbikes and cycles. The speed of both needs to be controlled for the safety and comfort of pedestrians.
- 1.7 There are directional signs near the northern entrance to the tunnel indicating cyclist and pedestrian routes but none that direct users to destinations on the southern side of the tunnel.

## **2.0 Recommendations**

- 2.1 Land Use Consultants correctly identified improved lighting inside the tunnel as the key improvement.
- 2.2 However their proposal that 'a reflective surface' of metal or steel sheeting which 'would reflect light and shapes to people approaching the tunnel' is questionable. Would the angles involved necessarily produce the desired effect? Such a surface would quickly attract graffiti (already present) and become discoloured if fires continue to be lit inside the tunnel.
- 2.3 Their proposals for Cycle Barriers at the northern end of the tunnel could also create difficulties. Such barriers could act as a potentially hazardous pinch-point – the exit northwards from the tunnel could easily be blocked or made uncomfortable. The 4.5m wide entrance would suddenly become narrowed to less than 1m. Pedestrians, on entering the tunnel, would lose the best angle at which to observe the exit. They would no longer have the choice to vary their angle of approach (and ability to take evasive action).

A better solution might be to review the number and placement of bollards at the northern entrance. A double, alternate row at the correct density would act as a chicane, forcing cyclists and motorbikers to slow down while not limiting the freedom of pedestrians to select their preferred route through the tunnel. They would not compromise accessibility for wheelchair users.

- 2.4 Improvements to the inside of the tunnel should proceed on an incremental basis with a series of small-scale interventions. For example consideration should be given to simply painting the roof of the tunnel white. This would be a relatively inexpensive, means of increasing current light level inside the tunnel (out of reach of graffiti). Further improvements could be added (such as Land Use Consultants suggestion of a reflective wall) once the effect of lesser interventions had been assessed.
- 2.5 Additional lighting is recommended. Land Use Consultants suggest using blue light 'as a means of deterring drug users'. Consideration could also be given to the possibility of having one '24 hour' light at the darkest point of the tunnel.
- 2.6 There is at present a CCTV camera positioned near the southern entrance. If there are local worries about security a second CCTV system at the northern entrance should be considered.

### **3.0 Costs**

5 x 300mm broad precast concrete bollards 450mm high + installation	£850.00
Painting roof of tunnel (including preparation, Undercoat + 2 x finish coats	£1,000.00
Drop kerb to southern entrance	£500.00
<b>TOTAL</b>	<b>£2350.00</b>