



Pentlands to Portobello Walking & Cycle Route



Feasibility & Concept Design Report

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Pentlands to Portobello Walking & Cycle Route



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Pentlands to Portobello Potential Routes

1.0 Introduction

1.1 Pentlands to Portobello Walking / Cycling Route

Edinburgh & Lothians Greenspace Trust (ELGT) invited Ironside Farrar to undertake a feasibility study to establish a strategic route from the foot of the Pentland Hills to Portobello, enabling mainly off-road active travel opportunities from the City to the countryside. The development of the project was initiated by an idea tabled by the Friends of Burdiehouse Burn Valley Park and other local stakeholder groups.

In June 2015, the City of Edinburgh Council Transport and Environment Committee approved the following motion put forward by Councillor Robson.

The “Committee welcomes the proposal by Friends of Burdiehouse Burn Valley Park to create a joined-up cycle path and walkway from the Pentlands to Portobello drawing inspiration from the Water of Leith Walkway. Discussions on proposals for housing at Moredun and Burdiehouse within the Local Development Plan prompted the Friends Group to look at the opportunity to create new links and public spaces along the burn that runs through the park and on to Portobello. Committee notes the positive initial interest in the initiative from local ward councillors, Edinburgh and Lothians Greenspace Trust, Portobello Community Council and Spokes.”

1.2 The Opportunity

Creating places and green networks where local and long distance journeys are facilitated on foot, by bike or scooter encourages active travel and healthier lifestyles. This will secure many outcomes including: supporting health and well-being, environmental quality, social inclusion, place-making, safe communities and increased economic activity. National policy advocates investment in active travel (walking and cycling) and seeks to reduce dependency on carbon intensive travel modes, reflecting the multiple benefits it brings to society.

ELGT has the opportunity to take a strategic lead in promoting active travel by strengthening a strategic path route through South East Edinburgh, providing an enhanced local path network and a long distance cycle route.

1.3 Vision for the Pentlands to Portobello Route

The Pentlands to Portobello route will involve the connection, branding and promotion of a **long distance walking / cycling route** from the foot of the Pentland Hills to the start of the Portobello Promenade, enabling people to travel off road and along quieter road routes from the city to the countryside and vice versa. The project aims to link existing sections of green spaces and paths, to create a largely off-road route through the green corridors of the south east of the city, as part of the wider active travel network around Edinburgh.

The Pentlands to Portobello walking / cycling route starts at the foot of the Pentland Hills, joins the Burdiehouse Burn Valley Park, passes through Liberton and Gilmerton, passes the Edinburgh Royal Infirmary before joining the paths through Hunter’s Hall Park, through Niddrie and Greendykes before travelling along the Brunstane Burn and arriving at the North Sea at Joppa.

Pentlands to Portobello Walking / Cycling Route

The overall aim of the path route is two-fold: to create a strategic long distance direct route from the Pentlands to Portobello; and enhanced connections to local community hubs to encourage greater use of the open spaces and local path network.

Providing this key path link between the Pentlands and Portobello will enable cycle commuters, leisure cyclists and people making **local short journeys** to opt for a safer, more convenient route to work and school, between community hubs and to access the local path network. The route will also provide a strategic tourist cycle route in conjunction with the wider cycle network.

1.4 Benefits of the Strategic & Local Path Route

This is an exciting initiative with the prospect of improving the health and wellbeing of local people, whilst connecting communities, improving active travel in the city and enhancing tourism in the area by making it easier for people to explore the city.

The benefits that active travel can bring include¹:

- **Better health** – active travel is a simple, low cost and effective way to incorporate physical activity into daily life.
- **Better road safety** – there is evidence of a ‘safety in numbers’ effect for cycling. More cycling means safer cycling.
- **A better environment** – active travel can replace many short car journeys reducing traffic, air pollution, noise and the visual impact of traffic in urban areas together with contributing to the reduction of greenhouse gas emissions.
- **Benefits to businesses** – people who travel on foot or by bike tend to be healthier, be absent less often and more productive.
- **Wider economic benefits** – walking and cycling make very efficient use of road space, so helping to reduce congestion. Good environments for walking can also encourage people to linger and spend more.
- **Social benefits** – when people walk and cycle around their neighbourhood they are much more likely to meet and interact, creating community cohesion. People walking and cycling provide ‘social supervision’ helping make our streets safer places to be.
- **Improved quality of life** – the combined benefits of more people getting about on foot and by bike add together to give a better overall quality of urban life.

(Active Travel Action Plan, CEC 2016)

1.5 The Study

The Pentlands to Portobello Feasibility Study aimed to deliver the following tasks:

- Targeted stakeholder and community engagement
- Options appraisal
- Feasibility and concept design
- Investigations and surveys
- Preliminary designs

The outputs from the project will be used to apply for future funding for the delivery of the Pentlands to Portobello route. This report sets out the findings of the feasibility study.



2.0 Policy Context

2.1 National Policy

Active travel offers a key mechanism to promote sustainable choices for communities with strong economic, social, health and environmental outcomes. National policy advocates investment in active travel (walking and cycling) and seeks to reduce dependency on carbon intensive travel modes, reflecting the multiple benefits it brings to society. The path initiative is in line with National and Regional policy:

The vision contained in the Cycling Action Plan for Scotland is that by 2020, 10% of everyday journeys taken in Scotland will be by bike.²

Creating places and communities where active travel is a travel option of choice secures many outcomes. These support health and well-being, environmental quality, social inclusion, placemaking, safe communities and increased economic activity. The vision of Scotland’s National Walking Strategy is:

“A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking.”³

The overall aim of recent policy drivers is to encourage and enable people to choose to travel in ways that benefit their health and the environment. These aspirations have resulted in the creation of a Central Scotland Green Network (CSGN). CSGN aspires to:

“Develop foot & cycle networks as part of a more sustainable transport network” and “expand recreational opportunities close to population centres, encouraging active travel and healthier lifestyles”.

¹ Active Travel Action Plan, CEC (2016)
² Cycling Action Plan for Scotland (2013)
³ Let’s Get Scotland Walking (2014)

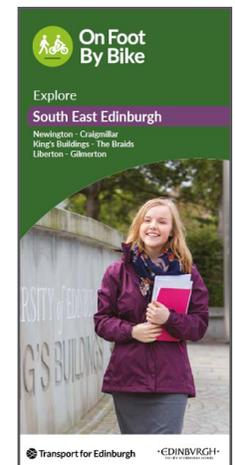
2.2 City of Edinburgh Council Active Travel Policy

Active travel is at the heart of the Council’s Transport 2030 Vision and its Local Transport Strategy 2014-19 (LTS), as well as the Road Safety Plan for Edinburgh to 2020. It can make a big contribution to many Single Outcome Agreement (SOA) objectives including health, the environment and economic development. Active Travel will also directly contribute to the targets set out in the Cycling Action Plan for Scotland and the National Walking Strategy.

Transport 2030 overall vision:

‘By 2030, to make Edinburgh’s transport system one of the most environmentally friendly, healthiest and most accessible in northern Europe.’

Active travel has huge potential in Edinburgh. Perhaps the most striking evidence of this is the high proportion of trips that are less than 5km (3 miles) long. Around three quarters of all journeys in the city are in this distance bracket, a distance ideal for walking and cycling. Furthermore, all public transport trips involve an active travel component.



2.3 Strategic Walking / Cycle Networks

Part of the Pentlands to Portobello Walking / Cycling Route runs along the John Muir Way, which is a long distance strategic coast to coast path route designated in 2010. The section of the proposed route runs from Eastfield (A199), along the Brunstane Burn path, and along the open space at Bingham to the west, to the Bingham tunnel.



The path route also follows part of the National Cycle Network 1, between Brunstane Station and Bingham tunnel to the west.



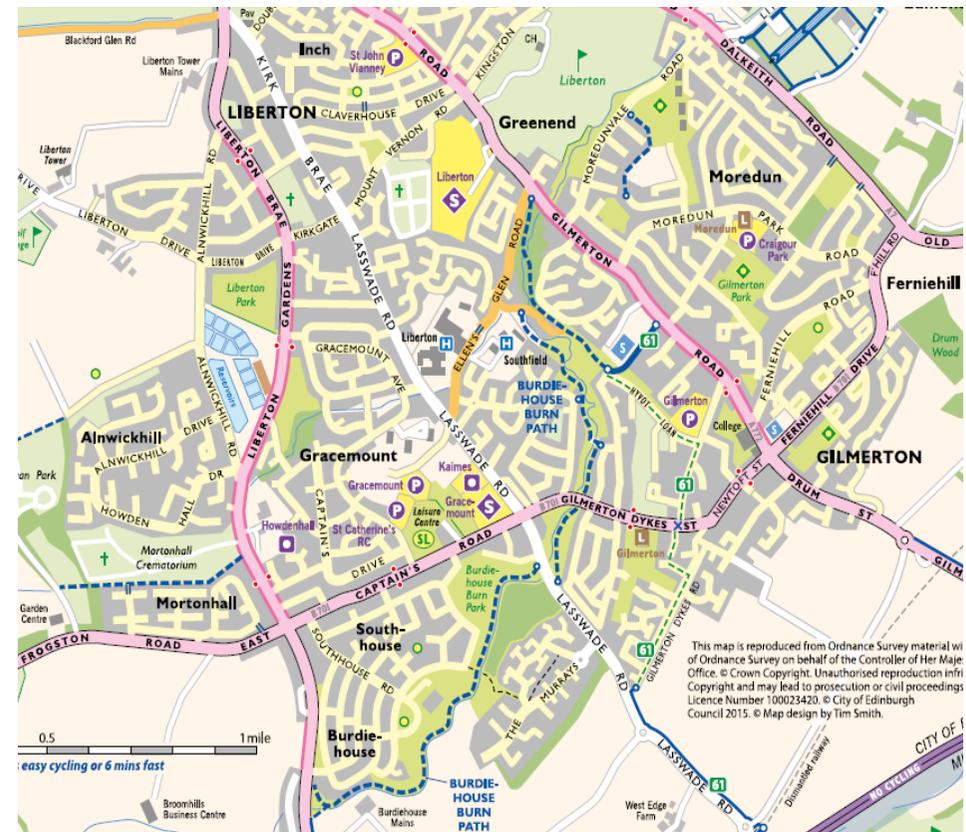
2.4 Desk Study Review

The project builds upon the findings of previous studies and has been progressed in conjunction with the following strategies, and in accordance with the objectives of the Sustrans Scotland Community Links programme:

- Green Infrastructure Strategies
- Edinburgh Active Travel Action Plan 2016
- Edinburgh Local Development Plan
- Edinburgh Core Paths Plan
- SESplan Cycling Networks
- Edinburgh Open Space Strategy
- Conservation Area and Listed Buildings database

The information received from CEC and stakeholders, along with the CEC Local Development Plan maps, policies and Action Plans were reviewed. Future planned developments, path upgrades, open space enhancements, Conservation Areas and Listed Buildings along the proposed route informed the desk study and options appraisal.

A number of meetings with the Client Group / stakeholder representatives took place in the initial stages of the project, with the purpose of gathering technical and background information. These meetings also provided an overview of the work done to date, consultations undertaken, on or off-road options, constraints and local concerns. Meetings included the following CEC departments: Planning Department / Planning Portal; Active Travel Team; North East and South East Locality teams; Access Officers; and Parks, Greenspace and Cemeteries Section. Contact was also made with Midlothian Council Active Travel Officers to discuss the section of the route bordering Midlothian.



Spokes Map of Edinburgh

Pentlands to Portobello Walking & Cycle Route



Pentlands to Portobello Potential Routes

3.0 Options Appraisal

3.1 Technical Consultations

Technical Consultations have continued throughout the study, as the route alignment was progressed. One-to-one meetings / telephone / email consultations included:

- CEC Parks, Greenspace and cemeteries (proposals for Hunter's Hall Park)
- SEStran (Portobello to Musselburgh route upgrade / entrance arrangements to the Brunstane Burn section of the route)
- CEC Planning (Greendykes and Burdiehouse residential developments)
- CEC Roads (Lasswade Road, Burdiehouse Road, Biggar Road)
- CEC Active Travel and Open Space (route options / CEC proposals / LDP)

A table summarising the consultations is included in Appendix 1.

3.2 Route Audit

The proposed Pentlands to Portobello Walking / Cycling Route utilises a network of existing core paths, shared use paths and on-street links. The majority of the works focus on improving existing access routes with some construction of new paths. Site walk-overs of the route corridor were undertaken to establish and review the following:

- Alternative routes
- Key junctions
- Key hubs/ trip generators
- Current route condition
- Barriers to access
- Path links to the surrounding area / missing links
- Route design / signage
- Potential high cost design measures

An options appraisal was undertaken to assess all potential design options, investigate how the route will facilitate everyday journeys and identify a strategic route option. The route is split up into four distinct sections, as follows:

Section 1: Foot of the Pentlands to Burdiehouse Road

Section 2: Burdiehouse Road to Old Dalkeith Road

Section 3: Old Dalkeith Road to Niddrie Mains Road

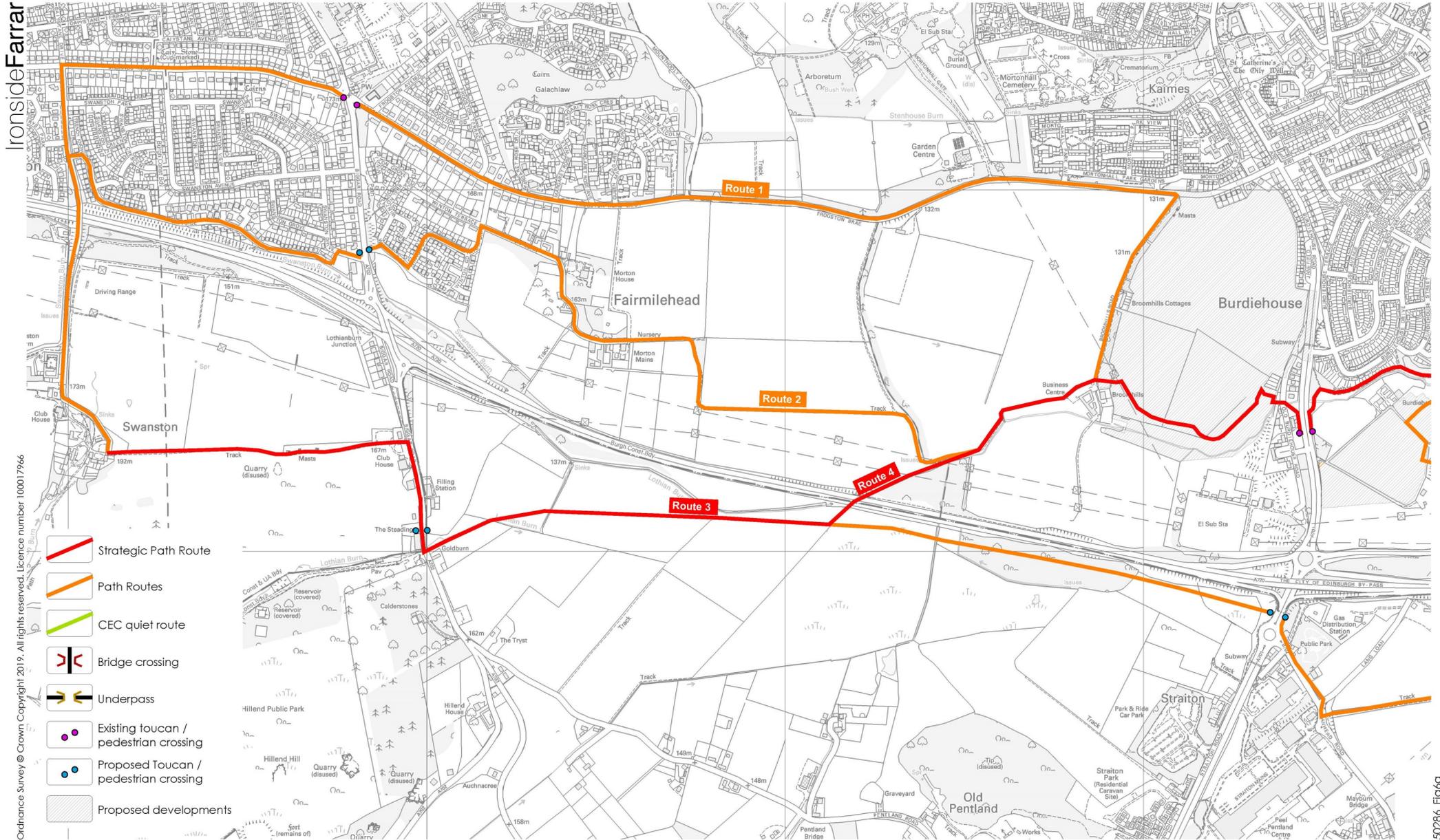
Section 4: Niddrie Mains Road to Portobello (Joppa)

The following pages set out the route options appraisal and the alternative routes considered for each part of the route. The dashed red line on the maps represents the strategic option that was identified following the site audit, technical consultations and public consultation events. The route alignment is further considered in the concept design in Chapter 5.



Pentlands to Portobello Walking & Cycle Route

Section 1: Foot of the Pentlands to Burdiehouse Road



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-  Strategic Path Route
-  Path Routes
-  CEC quiet route
-  Bridge crossing
-  Underpass
-  Existing toucan / pedestrian crossing
-  Proposed Toucan / pedestrian crossing
-  Proposed developments

3.2.1 Section 1: Foot of the Pentlands to Burdiehouse Road

The Pentlands to Portobello Walking / Cycling Route begins from the car park at the foot of the Pentlands Regional Park. From this car park, there are paths leading to the main footpath infrastructure around the Pentland Hills.

This section of the Pentlands to Portobello Walking / Cycling Route is the only section of the route that is largely undefined by an established off-road path. There are a network of paths in the area, but a formal east to west route is not currently in place (e.g. Core Path, Public Right of Way).

The feasibility study identified 4 potential routes, connecting the Pentlands Regional Park car park with the start of Burdiehouse Burn Valley Park on Burdiehouse Road, which are as follows:

- **Route 1: Frogston Road**
- **Route 2: Morton Main Estate**
- **Route 3: Midlothian Paths**
- **Route 4: A720 City By-pass Culvert**

The map on the opposite page illustrates the four options considered, identifying significant barriers, potential high cost measures and new crossings.

Route 1: Frogston Road

The route heads northwards from Swanston car park, along Swanston Road, across the bridge over the A720 and turns right along Oxgangs Road. There are on-road cycle lanes marked on either side of the road, leading to the junction with Biggar Road, and a controlled junction crossing.



Swanston Car Park



Frogston Road

The route continues along Frogston Road West (B701), which is designated as a CEC Quiet Route. The Council is developing a network of Quiet Routes, which are routes designed for people on foot or bike along paths and low traffic roads. The route then turns down Broomhills Road and connects to the planned cycle / pedestrian route passing through the open space to the south of the new residential development at Burdiehouse.



Broomhills Road

Pentlands to Portobello Walking & Cycle Route

The residential development is currently being built, but there is a walking / cycling path link included in the consented master plan for the Burdiehouse development.



Burdiehouse Residential Development (ongoing)

The proposed path route, developed as part of the new development, connects to Old Burdiehouse Road and to the existing pedestrian crossing at Burdiehouse Road. There are plans by CEC to upgrade the crossing to a Toucan Crossing. The path then leads to the entrance of the Burdiehouse Burn Valley Park to the east of Burdiehouse Road.



Burdiehouse Road Crossing

Route 2: Morton Main Estate

A second route, avoiding Oxgangs Road was considered as it avoids the busy Biggar Road junction. This route heads northwards from the Swanston car park, along Swanston Road, over the bridge over the A720 and turning right along Caiyside, a quiet residential road.



Caiyside Open Space

The route passes through a small area of open space at the east end of Caiyside. This would be a much more direct route, than Option 1, avoiding the steep gradients to Oxgangs Road and the busy Biggar Road junction. However, the Caiyside open space is owned by residents, who would need to consent to the routing of the path through the open space. A new Toucan Crossing would be required to cross Biggar Road, connecting to a short section of path to the quiet residential streets of Winton Park / Winton Drive / Winton Loan.



Biggar Road

The route then continues eastwards along the farm tracks of the Morton Mains estate. The route passes through the Morton House Conservation Area, and past the mid-19th century farmhouse and the 18th Century Belvedere, a two storey rectangular tower.



Morton Mains Belvedere Tower

Conservation areas and listed buildings search



The route continues along the network of unsurfaced farm tracks to Broomhills Road.



Morton Mains Farm Tracks

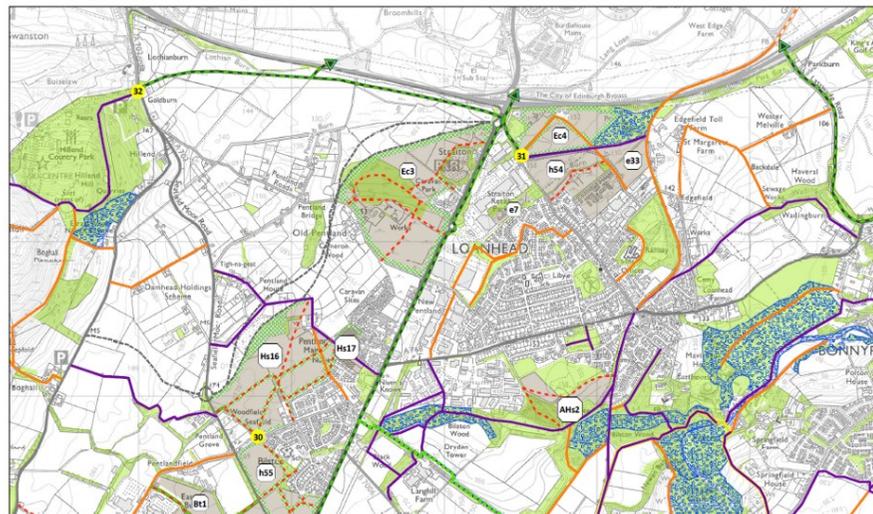
The route then connects to the planned cycle / pedestrian route passing through the open space to the south of the new Burdiehouse residential development, before connecting to Old Burdiehouse Road and connecting to the existing crossing at Burdiehouse Road.

Pentlands to Portobello Walking & Cycle Route

This option is along mainly quiet residential streets and farm tracks, which will increase the safety and enjoyment of the walker / cyclist. However, this option would involve obtaining the support from the Caiyside residents, as well as support from Morton Estate, and the route would involve the installation of a controlled crossing point at Biggar Road and resurfacing works to the farm tracks. This option should be given consideration in the future as part of a review of the wider path network in the local area.

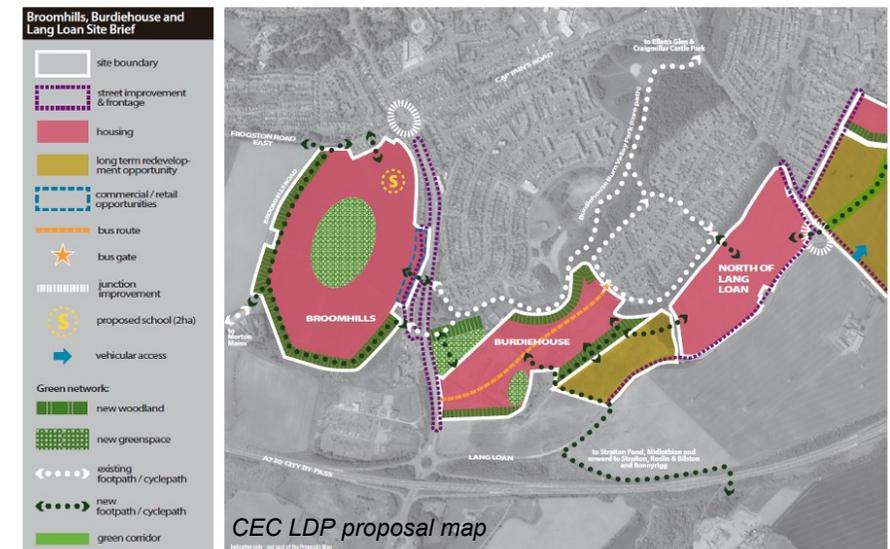
Route 3: Midlothian Paths

There is opportunity in the long term, to link the route to the proposed routes included in the Midlothian Green Network Draft Supplementary Guidance plans. The route would head eastwards, along the track from the Swanston car park to Biggar Road, before heading south along a new section of on-road cycleway and a new pedestrian / cycle crossing. The route would then head eastwards across the farmland to the east of Biggar Road, following the line of the Lothian Burn, to the south of the A720.



Midlothian Green Network Draft Supplementary Guidance

The path would continue to Straiton and along Loanhead Road, before connecting to the existing path network around Straiton Pond and to the Quiet Route 61.



There may be opportunity to build a new section of path through the farmland to the north of the By-pass, connecting to Lang Loan and then northwards to the Burdiehouse Phase 2 residential development, before connecting to the Burdiehouse Burn Valley Park via the Murrays.

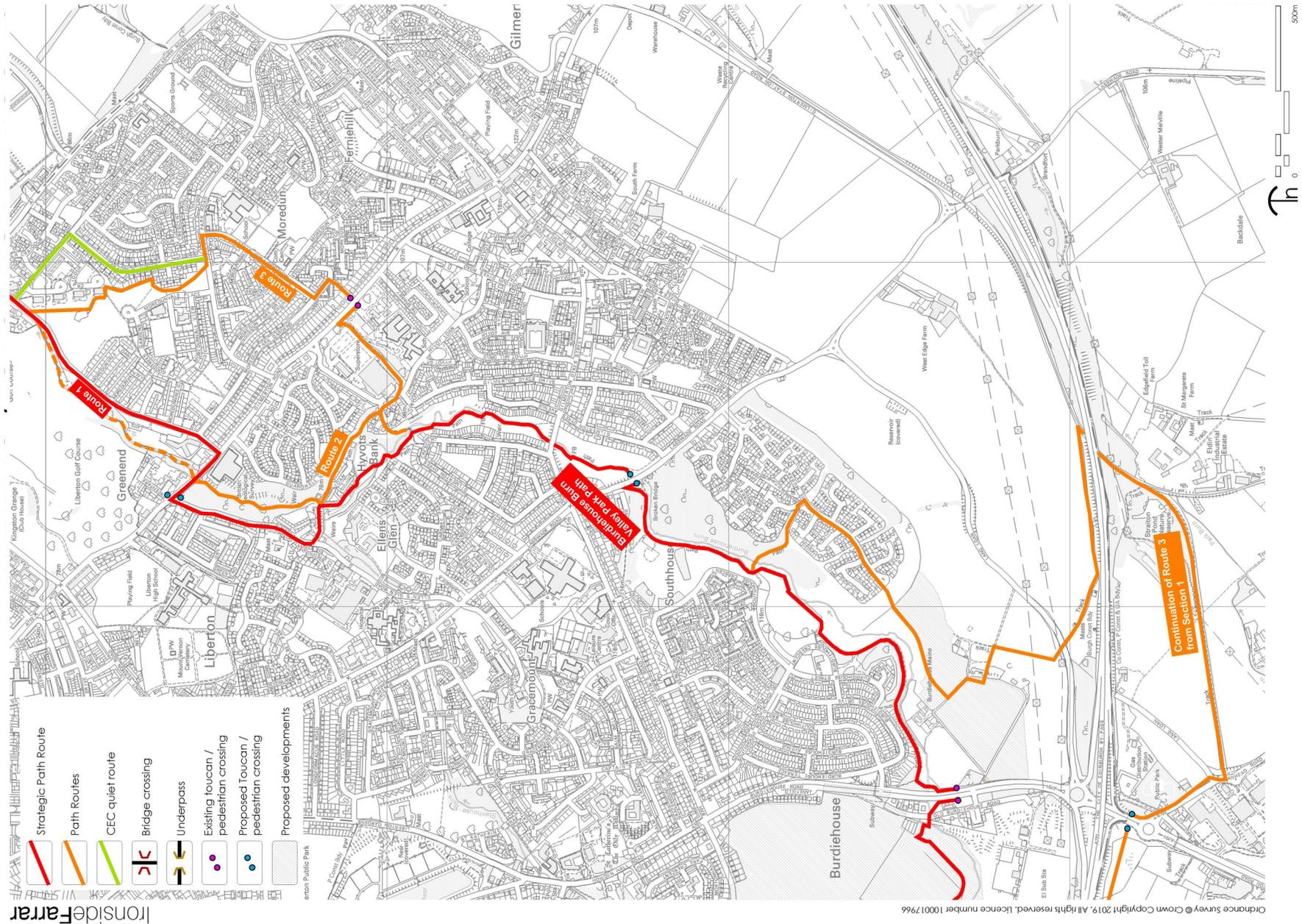
This option might be possible in the long term, delivered in partnership with Midlothian Council, to connect the residential area of Burdiehouse to Straiton Retail Park. There are proposals for a new mountain bike hub at Fairmilehead / Swanston, which would act as a destination hub, encouraging more bike traffic from the south of Edinburgh.

Route 4: A720 City By-pass Culvert

There may be opportunity to widen the existing culvert under the A720 City By-pass, where the burn passes under the road, and connect with the farm tracks across Morton Mains Farm. The cost of widening the existing culvert under the A720 City By-pass and the construction of a significant length of new path across farmland would require significant investment and would need to tie-in with the Midlothian Paths project (Route 3).



Section 2: Burdiehouse Road to Old Dalkeith Road



Inside Farrar

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3.2.2 Section 2: Burdiehouse Road to Old Dalkeith Road

The Burdiehouse Burn Valley Park begins at the pedestrian crossing at Burdiehouse Road, which was designated a Local Nature Reserve in February 2007 and awarded a Green Flag in 2010.



Entrance to Burdiehouse Burn Valley Park from Burdiehouse Road

The park is a linear greenspace occupying the valley of the Burdiehouse Burn between the residential areas of Moredun, Gilmerton, Burdiehouse, Southhouse to the picturesque hamlet of Ellen's Glen. The Burdiehouse Burn Valley Park has been the subject of considerable investment in terms of resource and community engagement, and its partnership management through the Burdiehouse Burn Valley Park Group has resulted in many improvements including: better access, art work installation, a skate park, teens play area and the creation of a wild flower meadow.

The 2.5 mile length of the burn corridor has a rich heritage with geological discoveries, alleged links to Mary Queen of Scots, several corn and flour mills, witches burnt at the stake, Gilmerton Cove and an estate garden landscape. Remnants of this history are still evident, including:

- Burdiehouse Limekilns
- Signs of quarry activities - coal and limestone
- Remnants of mills and lades along the burn
- Lime tree avenue between Gilmerton Dykes Crescent and Guardwell Glen

- Ellen's Glen hamlet
- Moredun wood and old estate wall

The park contains a network of paths, following the line of the burn, passing through woodland areas and open amenity grassland. Paths cross the burn over a number of bridges, providing access to both sides of the burn from the residential areas either side. The rich habitat along the corridor includes meadows, native woodlands, mature woodland and old limestone quarries. The area includes Moredun Wood which was once part of the Moredun Estate, famous for its exotic gardens.

The majority of this section of the route travels along Burdiehouse Burn Valley Park. However, there are a number of potential connections through Moredun to Old Dalkeith Road. The feasibility study has identified 3 potential route options, which are as follows:

- **Route 1: Ellen's Glen and Moredunvale Road**
- **Route 2: Ellen's Glen Loan**
- **Route 3: Mordun and Craighour Green Route**

The map on the opposite page illustrates the three options considered, identifying significant barriers, potential high cost measures and new crossings.

Burdiehouse Burn Valley Park

The pedestrian crossing at Burdiehouse Road provides an entrance area to Burdiehouse Burn Valley Park. There is an interpretation board and an entrance feature, before the path leads down a slope and to the entrance of the Burdiehouse Burn Valley Park to the east. In 2003, the Burdiehouse Road underpass was closed off and replaced by a pedestrian crossing. Re-opening the underpass could be investigated, depending on further investigations, consultation and available funding. The path continues eastwards, following the meander of the burn at the foot of a steep narrow wooded valley. The location for the proposed St Crispin's School is to the north of the path. The plans for the development of the school includes proposals to widen the path and install drainage measures. Sections of the main path and path spurs require some resurfacing works, path widening and drainage works.

The path continues to the north east, past the Southhouse residential area, and onto Lasswade Road. At this point, the site widens out, forming an open space containing a play area and skate park.

Pentlands to Portobello Walking & Cycle Route



Skate Park and Play Area

The Burdiehouse Burn Valley Park path network is primarily a surfaced off-road path, apart from a section at Lasswade Road, where the path rises to the road level in an area known as "Broken Bridge". There is a worn loose slope up to the street level, with an entrance feature, interpretation and signage.



Lasswade Road entrance to the West

A more direct route to the west side of Lasswade Road can be accessed, via a set of steep worn wooden steps, backfilled with loose material and with a metal handrail. The path continues on the east side of Lasswade Road, but there is not a

pedestrian crossing at this point. The access arrangements to and across Lasswade Road should be improved to provide a safer crossing point and better connection with the path as it continues to the north of Lasswade Road.



Lasswade Road stepped entrance

The path route continues on the eastern side of Lasswade Road, from Gilmerton Dykes Avenue down a steep slope to the valley floor, where the path continues to the north east.



Lasswade Road entrance to the East

The path passes under Gilmerton Dykes Street, through an under-pass and continues towards Hyvots Bank to the north.



Gilmerton Dykes Street Underpass

The valley is fairly narrow at this point and wooded on either side. There is a bridge over the burn and a path leading to Guardwell Glen residential street.



Path junction at Guardwell Glen

Route 1: Ellen's Glen and Moredunvale Road

The Burdiehouse Burn Valley Park path continues to Ellen's Glen along a narrow whin dust path, alongside the burn. This section of path is different in landscape character to the rest of Burdiehouse Burn Valley Park, being a narrow heavily wooded burn corridor closely following the burn. The scenery and mature woodland makes this route an attractive one. The opportunity to widen the path and resurface it has been considered in more detail in the Concept Design.



Ellen's Glen

The path crosses Ellen's Glen Loan and continues through Moredun Wood, along a largely unsurfaced rough path. Moredun Wood is designated as an Ancient Woodland in the Scotland Inventory. The woodland character and habitat



Moredun Wood

Pentlands to Portobello Walking & Cycle Route

interest makes this section of the Park an attractive and peaceful place. However, the path surface is rough and the topography uneven. The site audit suggested that the surfacing of the path through Moredun Wood, to a standard appropriate for cycle and pedestrian use would not be advisable due to the sensitive nature of the woodland, the landscape qualities and the topography. However, this section of the route would be suitable for pedestrians and off-road / gravel bikes, whilst cyclists could continue by road along Ellen's Glen Road. There is an entrance at the junction of Gilmerton Road and Ellen's Glen Road.



The route continues along Gilmerton Road along a short section of on-road cycle path and a pedestrian / cycle crossing at Gilmerton Road. The route would then



turn into Moredunvale Road, along an on-road section of cycle path and past the northern edge of Craigour Green

Route 2: Ellen's Glen Loan

There is a short section of path connecting Ellen's Glen Loan and Guardwell Glen and the path route that runs alongside Morrison's supermarket. This path provides an attractive route to Ellen's Glen and provides an alternative route.



Route 3: Mordun and Craigour Green Route

The Burdiehouse Burn path splits at the northern end, with a route to Ellen's Glen



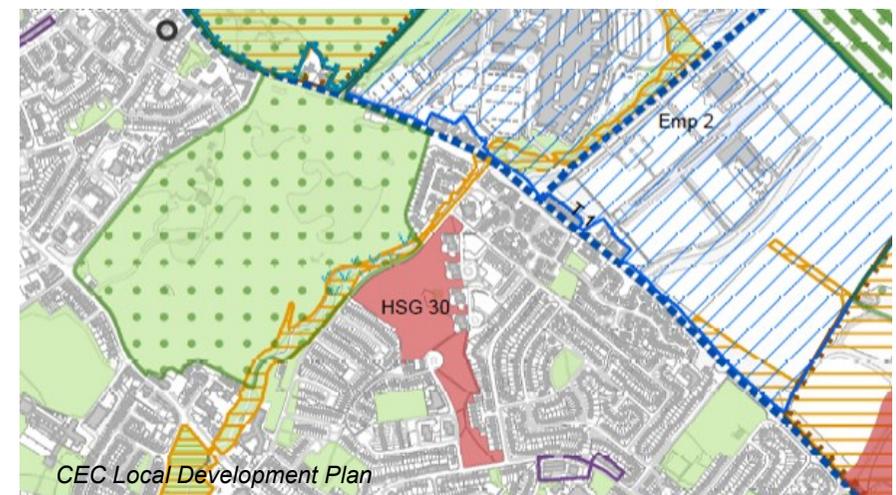
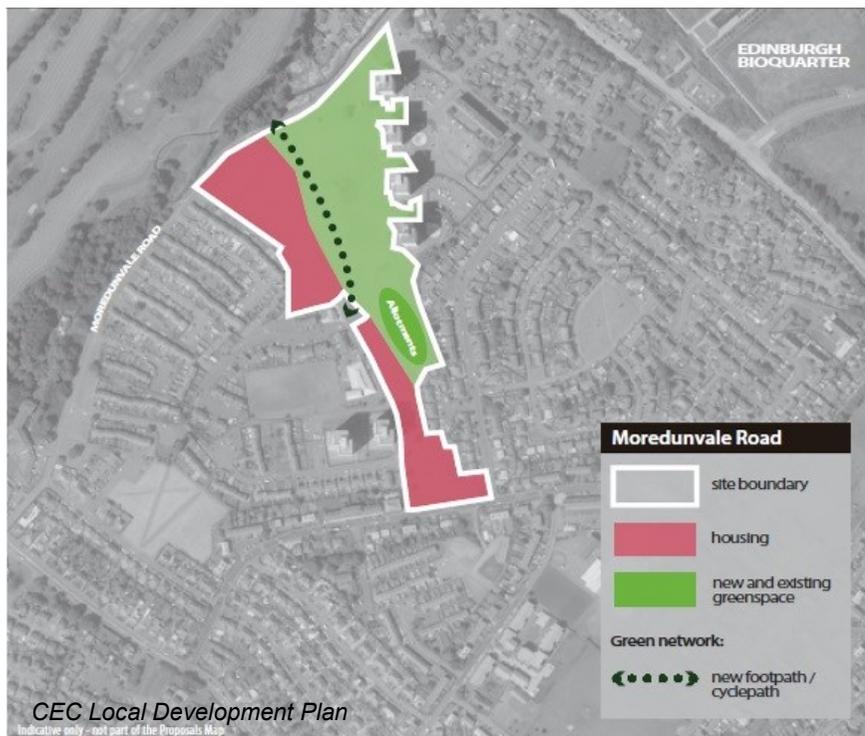
and a path across a bridge over the burn, leading to Guardwell Glen residential street. This quiet street leads to the multi-use path running along the southern and eastern side of Morrisons Supermarket and to Gilmerton Road. CEC plans to provide a new pedestrian / cycle crossing along Gilmerton Road, connecting the Morrisons path with the Quiet Route 61 to Mordun Park Gardens, along a short section of marked on-road cycle path.

The path then joins the lit shared path leading to Morden Park Gardens. From there, the route follows the Quiet Route along Morden Park Street, before turning onto Morden Park Road. The Quiet Route continues along Craigour Drive before taking a detour through Craigour Green where 4 sixteen-storey tower blocks were built as a phase of public housing in Moredun by Edinburgh Borough Council in 1965. The open space and paths were laid out, providing connections to the neighbouring streets and a play area.



Craigour Green

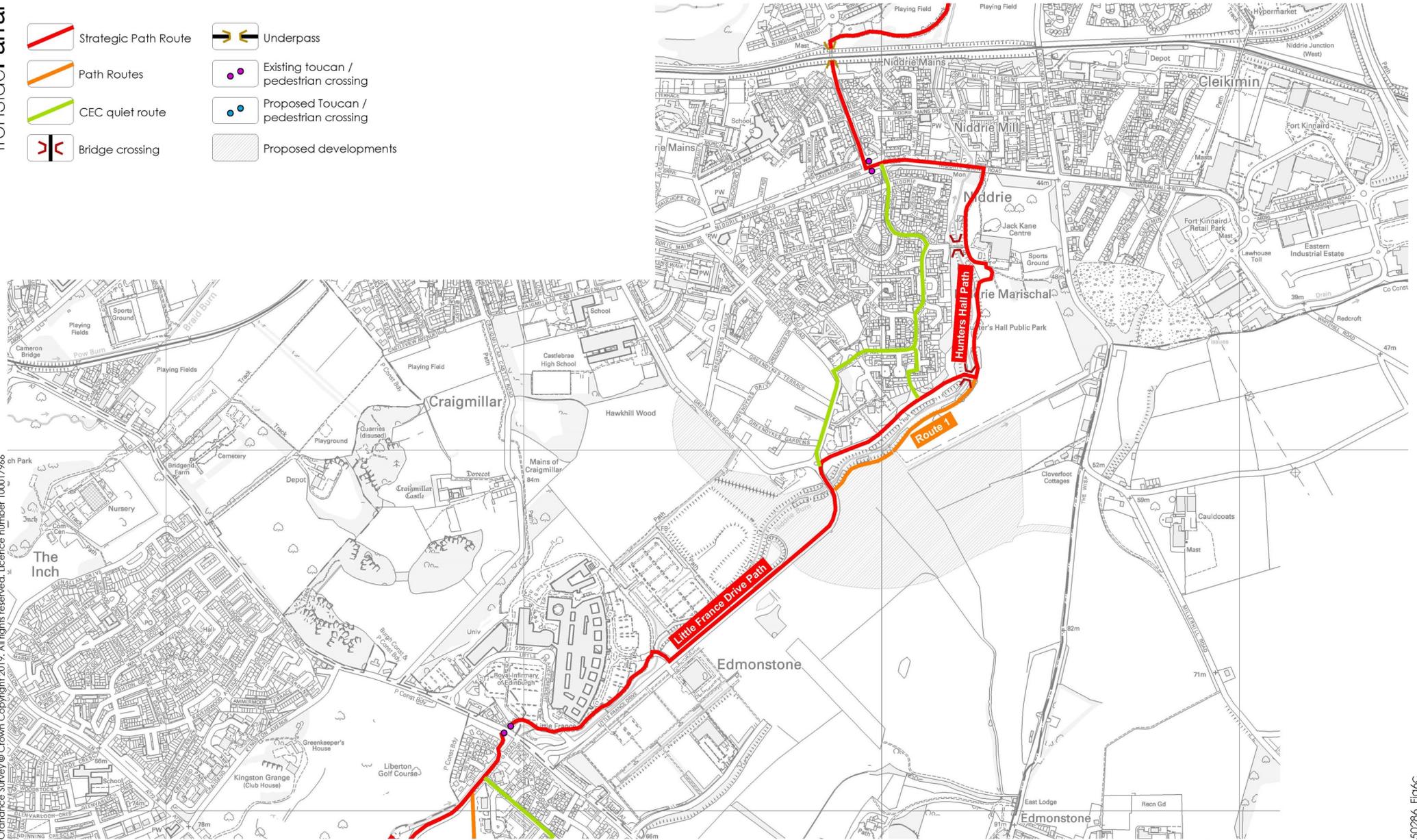
The CEC Local Development Plan includes a proposal (Policy HSG 30) for the 5 hectare Moredunvale Road Site, to provide new housing on approximately half of the site and improve the quality of the remaining open space. The land around the high rise flats is to be kept as green space and there is opportunity to provide play space, allotments and growing spaces and create links to the wider green network. The proposals for the housing site will provide better pedestrian and cycle access and could form part of the Pentlands to Portobello route.



Pentlands to Portobello Walking & Cycle Route

Section 3: Old Dalkeith Road to Niddrie Mains Road

- | | | | |
|---|----------------------|---|---------------------------------------|
|  | Strategic Path Route |  | Underpass |
|  | Path Routes |  | Existing toucan / pedestrian crossing |
|  | CEC quiet route |  | Proposed Toucan / pedestrian crossing |
|  | Bridge crossing |  | Proposed developments |



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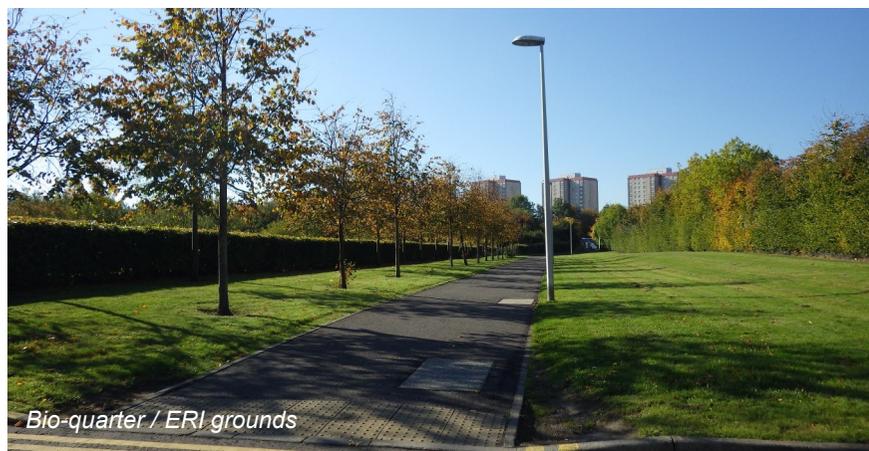
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3.2.3 Section 3: Old Dalkeith Road to Niddrie Mains Road

The majority of this section of the route travels along existing planned routes along existing roads and through Hunter’s Hall Park. However, there are a number of paths through Hunter’s Hall Park, one of which could be an alternative or additional route.

Little France Drive to Hunter’s Hall Park

Section 3 of the Pentlands to Portobello route runs along a short section of Moredunvale Road, before connecting to the proposed CEC toucan crossing across Old Dalkeith Road. The route then follows the off-road path network around the Edinburgh Royal Infirmary (ERI) grounds, before connecting to Little France Drive. CEC plan to widen the existing paths around the ERI grounds to provide a multi-use pedestrian / cycle route. The route continues, on the shared use pavements, to the round-about at Greendykes Road, where it connects with the southern end of Hunter’s Hall Park.

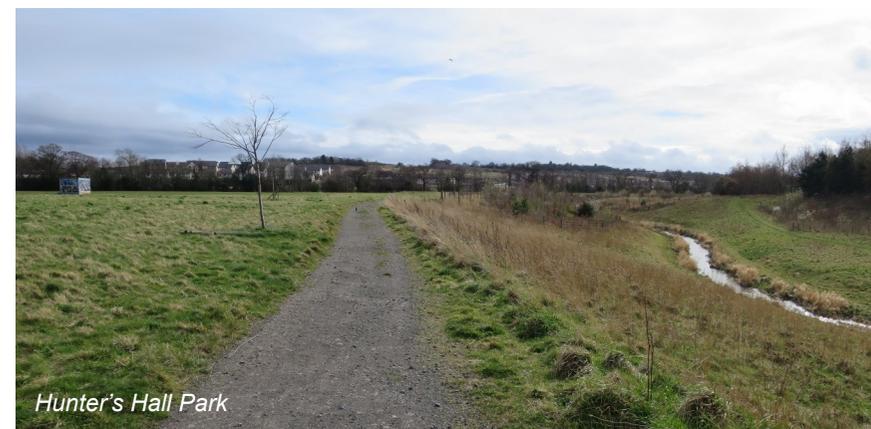


The history of Hunter’s Hall Park goes back to the Wauchope family who came to Niddrie from France in 1390 when Gilbert Wauchope was granted a Charter of the land by Robert III. The original Wauchope estate boundary was a dyke that encircled the estate and the wall that surrounds what is now Hunter’s Hall Park. The estate remained in the Wauchope family until the last surviving member, Lady Jane, passed away. Because she had no heirs and the rest of the family were

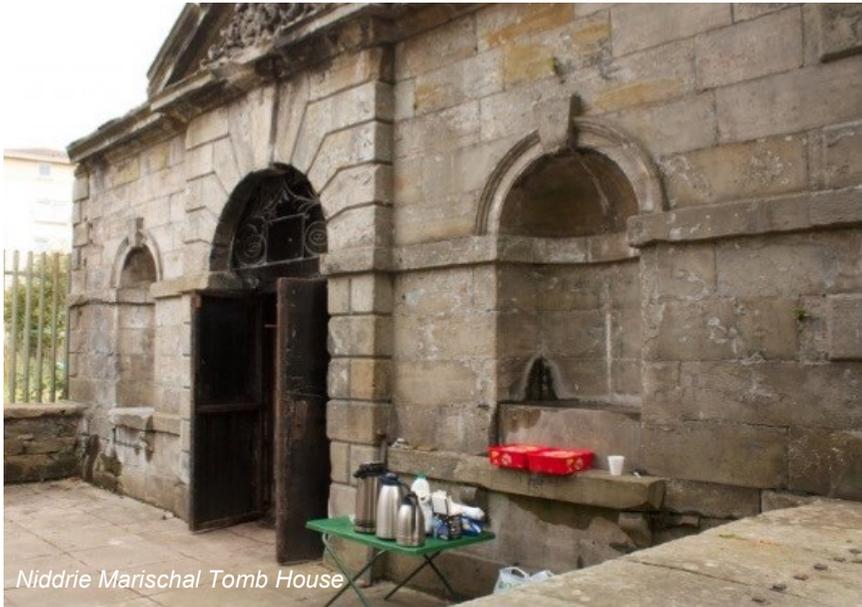
living abroad, the estate was sold in 1944 to the City of Edinburgh. At this time, Niddrie was a fine stately home in very good condition.



Sadly, after a fire in 1960, the house was demolished. All that remains is the 18th century tomb house, which stands on top of Greendykes Road.

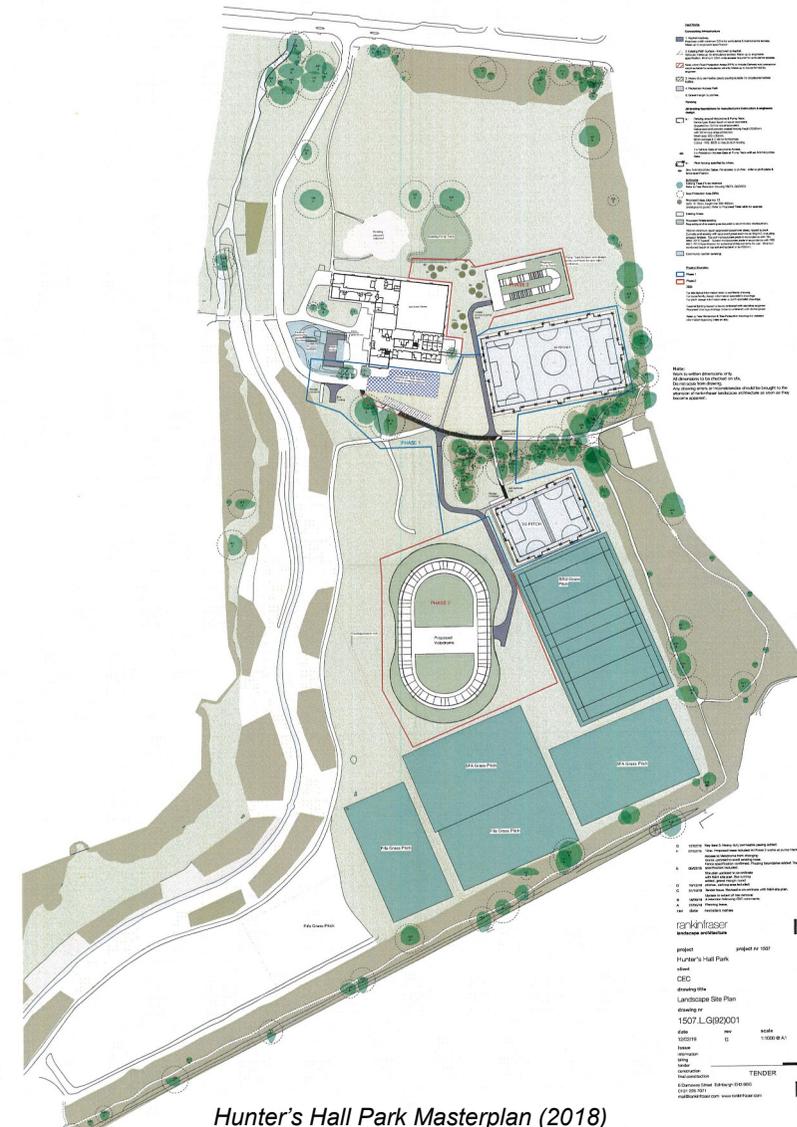


Pentlands to Portobello Walking & Cycle Route



Today, the park provides sports facilities, outdoor pitches, children's play and a network of paths through and around the park, providing access to the Jack Kane Centre and the residential streets surrounding the park. The Council has plans to upgrade the park, and a master plan has been developed. Proposals include: new play area, new car park, pump track and paths connecting the Jack Kane Centre.

There is a clear north to south access route, following the line of the Niddrie Burn on a combination of muddy tracks, grassy paths and whin dust paths. The public consultation undertaken as part of the feasibility study examined the existing levels of use of the paths around the park and the desire for a north to south surfaced path route. There are proposals to create a new section of path from the Jack Kane Centre, along existing paths to the east of the burn, crossing the burn over a new bridge (with access controls to prevent access by motorbikes) and connecting to Niddrie House Avenue and the residential estate paths. There is potential to provide a continuous, surfaced north to south path through the park, connecting to the wider pedestrian / cycle path network.



The path would then continue along the line of the existing path to Niddrie Mains Road. The wide pavement on the south side of the road could be re-designated as a shared use path, connecting to the CEC proposed pedestrian / toucan crossing at the junction with Hay Avenue. CEC plan to provide a multi-user path along one side of Hay Avenue, linking with Bingham Tunnel and NCN Route 1 beyond.



Niddrie Mains Road

Route Options

The feasibility study identified potential route options through Hunter's Hall Park, which are as follows:

- **Route 1: South side of Niddrie Burn**

The map illustrates the options considered, identifying significant barriers, potential high cost measures and new crossings.

Route 1: South Side of Niddrie Burn

There is opportunity to improve the path connections around the park by improving the access from the new housing developments to the south east of the park. The new housing development has built upon an existing Public Right of Way (PROW), running along the woodland edge and along the south of the burn.

A partial stopping up order was granted by the Council to reroute the PROW along the roadside pavements of Milligan Drive. However, the links to the south of the parks and the woodland walks (whindust paths) on the south east edge of the park have not been resolved and the development is not yet complete. Discussions are ongoing, between CEC and the Developer, to resolve issues with the footpath links.



Hunter's Hall Park path - south of burn

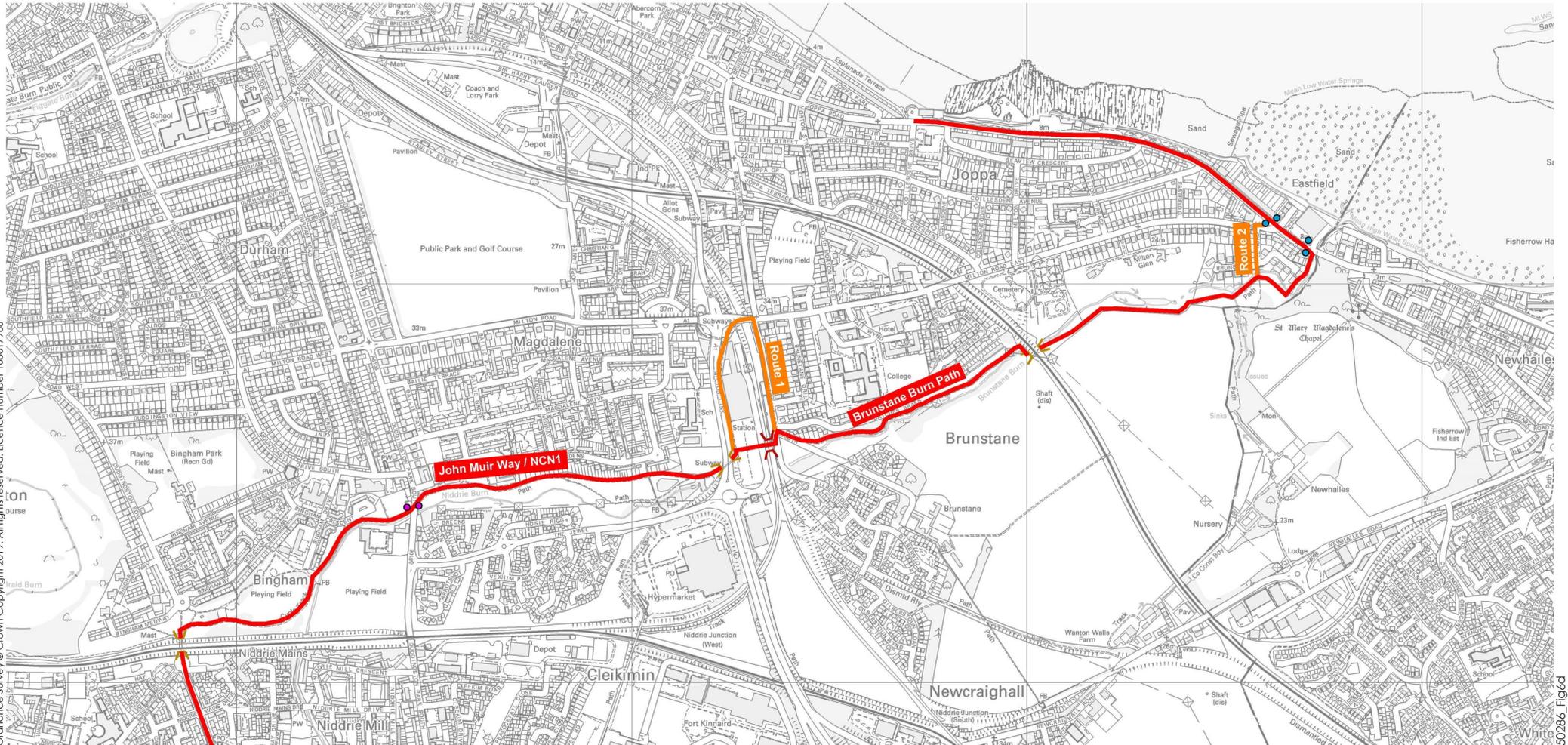
An alternative route continues along the CEC Quiet Route 61, running along Greendykes Road, Niddrie House Avenue, Niddrie House Drive and Niddrie Marischal Road before re-joining the strategic route along Niddrie Mains Road.

Pentlands to Portobello Walking & Cycle Route

Section 4: Niddrie Mains Road to Portobello (Joppa)

IronsidesFarrar

-  Strategic Path Route
-  Path Routes
-  CEC quiet route
-  Bridge crossing
-  Underpass
-  Existing toucan / pedestrian crossing
-  Proposed Toucan / pedestrian crossing
-  Proposed developments



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3.2.4 Section 4: Niddrie Mains Road to Portobello (Joppa)

The majority of this section of the route travels along existing path routes, following part of the route of the John Muir Way, NCN1 and Brunstane Burn path. There are 2 alternative sections of route that have been considered as part of the feasibility study, which might be preferred due to access issues or as part of other strategic junction improvements.

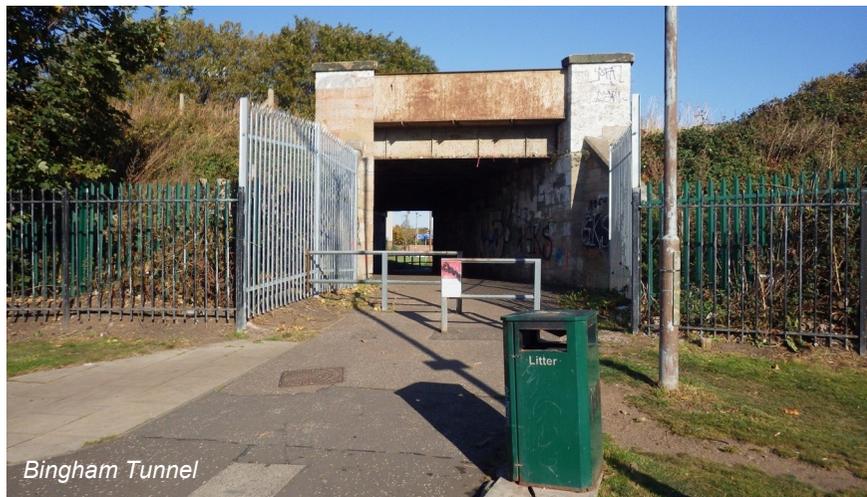
Hay Avenue to Edinburgh Road

From Niddrie Mains Road, the path continues northwards along the proposed CEC multi-user path Hay Avenue towards the Bingham Tunnel. The path joins the National Cycle Network Route 1, through Jewel Park and to the east towards Duddingston Park South. There are well surfaced paths, play areas, youth facilities, signage, lighting and bins along the NCN path route.



Magdalene Glen

The path continues to the subway under the Milton Link Road and continues across the car park of a retail unit, which is located on a site between the busy link road and the railway line.



Bingham Tunnel

A toucan crossing provides access across the busy road, leading to Magdalene Glen to the east. The path route is well established along this section, with all the necessary infrastructure and signage.



Milton Link Road Subway

Pentlands to Portobello Walking & Cycle Route



Retail Car Park Path

NCN Route 1 continues up a stepped footbridge over the railway line and down the other side, across Brunstane Road South, before joining the Brunstane Burn path. The path running along the burn has been recently surfaced and provides a pleasant off-road route to Edinburgh Road.



Brunstane Burn Path

SEStran are developing proposals for improved cycle links along the A199 Edinburgh Road, between Portobello and Musselburgh promenades. Any proposals for the Pentlands to Portobello path should tie-in with SEStran proposals.



Edinburgh Road

Route Options

The feasibility study has identified 2 potential route options from Niddrie Mains Road to Portobello, which are as follows:

- **Route 1: Brunstane Road South Loop**
- **Route 2: Eastfield Gardens**

The map on the previous page illustrates the options considered, identifying significant barriers, potential high cost measures and new crossings.

Route 1: Brunstane Road South Loop

The feasibility study has explored a short detour avoiding the railway over bridge, which would be preferable for the less abled cyclist. The current route of the NCN1 is across the car park of a retail unit and up a stepped over-bridge. The alternative route continues along the existing cycle path to the east of the Milton Link, along a short section of narrow pedestrian path along Milton Road to cross

the railway and then returning down Brunstane Road South, before joining the Brunstane Burn path.



The two options to entry to Edinburgh Road should be explored in more detail in association with the SEStran proposals for an active travel link along the A199, connecting Portobello and Musselburgh Promenades. This study has investigated the Milton Road East / Edinburgh Road junction and the route along the A199.

Route 2: Eastfield Gardens

Another route alternative that the feasibility study has explored, is the short section of residential road along Eastfield Gardens. There is a path spur from the Brunstane Burn path, along Eastfield Gardens and to Milton Road East and then to Edinburgh Road.





Hunter's Hall Park

(Jack Kane Centre)
Community Consultation



Have Your Say!

Tuesday 5th February or **Thursday 7th February**
Drop-in to the **Craigmillar Library** anytime between 2.00pm-7.30pm
Drop-in to the **Craigmillar Medical Centre** anytime between 9.30am-11.30am or 3.00pm-5.00pm

or go online to www.ironsidefarm.com/huntershall.pdf and fill out our questionnaire.

Tell us your views on the Paths in the Park!



Hunters Hall Park

Hunter's Hall Park is located in the heart of Niddrie and Greendykes. The parks open and flat areas provide a range of sport and play facilities, and is home to the **Jack Kane Centre**. The Niddrie Burn runs through the park and there is a network of paths, including woodland paths, providing places to walk, cycle, play or take part in sport.



We are asking local people to input to a discussion about the path network to and around the park.



Questionnaire

Your Local Park

- How often do you visit the park?
 - Daily
 - Once a week
 - Once a month
 - Never
2. What do you do there?
 - Go for a walk
 - Ride a bike
 - Have fun & play
 - Walk to shops / work / school
 - Play sport
 - Other

3. What do you like most about the park? _____

4. What do you like least about the park? _____

5. Are you happy with the paths to and around the park? Yes No
6. Which paths do you use the most and why? _____

Path Network

7. How could the paths be improved? _____

8. Is there anything stopping you from visiting the park more often? _____

9. What would you like to see more of?
 - Beter paths
 - New entrances
 - Easier access
 - New paths
 - New signs
 - Beter landscape
 - Other
10. Any other comments? _____



4.0 Stakeholder & Community Engagement

4.1 Consultation Approach

Consultation has been an important part of the feasibility study. In developing the brief, along with ELGT, CEC and Sustrans, it became apparent that the route is fixed to a significant extent. The consultation approach has been thus tailored (through agreement between the partners) to address key issues / locations that have been identified through the early project discussions between ELGT, CEC and Sustrans.

CEC confirmed that there has been significant consultation undertaken with local communities in the central section of the proposed path route (Ellen's Glen to Hunter's Hall Park). The Council have undertaken 2 rounds of consultation since 2016 on the Quiet Routes around these areas and work is underway to upgrade sections which could be incorporated into the Pentlands to Portobello route.

Therefore, it was agreed with the project partners that consultation with the local communities and stakeholders will be delivered in the following stages:

1. **Community Consultation on Hunter's Hall Park**
2. **Burdiehouse Burn Valley Park Friends Group meeting**

The following sections set out the consultation approach and findings of the engagement.

4.2 Community Consultation on Hunter's Hall Park

A centrally located drop-in event was held in the foyer of the **Craigmillar Library / East Neighbourhood Centre** on Tuesday 5th February between 2.00 - 7.30pm, to enable members of community groups, community councils, local members and members of the community to visit the event.

The event involved a placemaking approach and a variety of plans, maps involving an analysis of active travel options using A1 GIS maps / post-its / drawing suggestions and observations. The focus of these consultations was to catch passers-by and encourage them to look at the plan of the park, make comments on post-it notes and complete a questionnaire gathering views on the

access arrangements and potential new access routes to and around Hunter's Hall Park.

Members of local interest groups / local members / stakeholder groups / schools received an email invitation to the consultation, a poster and questionnaires for circulation to their members, with an electronic link to the online questionnaire. Appendix 2 provides details of the groups notified by email.



A similar consultation was undertaken at **Craigmillar Medical Centre** on Thursday 7th February between 9.30 - 11.30am and 3.00 - 5.00pm. The boards and questionnaire at each consultation location presented the same information and questions.

Pentlands to Portobello Walking & Cycle Route

The consultations focused on confirming / identifying existing and potential active travel routes and opportunities for active travel network development around and through Hunter's Hall Park. The following questions were asked:

1. How often do you visit the park?
2. What activity do you do there?
3. What do you like most about the park?
4. What do you like least about the park?
5. Are you happy with the paths to and around the park?
6. Which paths do you use most and why?
7. How could the paths be improved?
8. Is there anything stopping you from visiting the park more often?
9. What path features would you like to see more of?
10. Any other comments?

The events were advertised by posters put up in the Library, Neighbourhood Centre, Tesco Express, Thistle Centre, Jack Kane Centre and the Greendykes Early Years Centre. The displays included plastic packets of questionnaires pinned to notice boards for people to take.



Tesco Express Community Notice Board

A stand was erected in the Jack Kane Centre foyer, between the 1st and 11th February, with similar consultation materials, along with a drop box for completed questionnaires.



Jack Kane Centre Stand

An online consultation was designed and hosted on Ironside Farrar website, asking the same questions and presenting the same information as the community consultation events. This enabled those people who were not able to attend the drop-in, or who wanted to complete the questionnaire another time the opportunity to do so.

Consultation Results

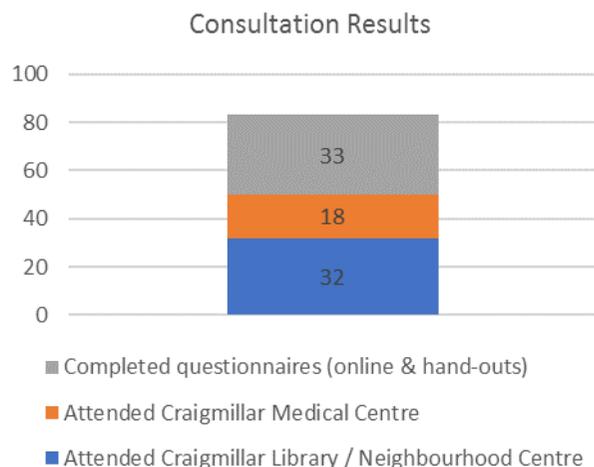
There were 32 people (of a variety of ages) that inputted to the drop-in consultation held at the Craigmillar Library / East Neighbourhood Centre and 18 people at the Craigmillar Medical Centre event.

The distribution of the consultation questionnaires was as follows:

- 11 questionnaires were completed on-line
- 22 paper questionnaires were completed

A total of approximately 280 questionnaires were distributed from the various consultation hubs at shops, medical centre, Jack Kane Centre, library and at the various consultation events.

The same questions were asked during the drop-in consultation as were asked in the questionnaire. Therefore, we conclude that around 83 people inputted to the consultation on Hunter’s Hall Park. A further 250 people were informed about the project but declined to input to the consultation.



4.3 Conclusions of the Hunter’s Hall Park Consultation

The following section summarises the consultation results received for the completed questionnaires (paper and on-line).

9 people who completed the questionnaire said that they visited Hunter’s Hall Park daily, 6 people visit the park once a week and 13 people visit once a month, demonstrating that the park is a place that local people visit regularly and fairly frequently on repeat visits.



The principle activities of those using the park are walking, biking and playing.



When people were asked “What do you like **most** about the park?” a number of people said that they liked the “**sense of space**”, the openness of the park, the perimeter **woodland and wildlife / natural character** of the open space. Other likes included the distance from traffic and wide open spaces for children to play, connections to other walking routes (Little France and Craigmillar) and the proximity to people’s homes.

When people were asked “What do you like **least** about the park?” 10 people said that they did not like the rubbish / dumping / dog mess that makes the park look like a “**no go area**”. Another major dislike was the issue with motorbikes using the site. Other dislikes included the muddy paths, poor lighting and poor access from Niddrie Marischal Road to the Jack Kane Centre, across the bridge. One person commented that it is a “**lovely park, spoiled by litter and dangerous motorbikes**”.

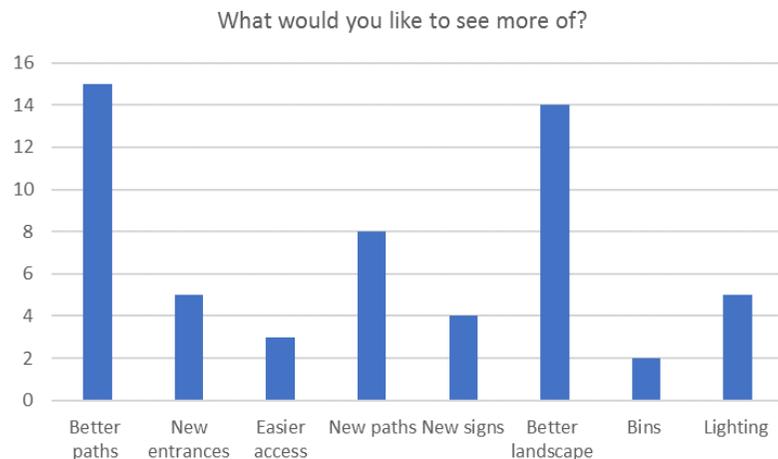
When people were asked if they are **happy with the paths** to and around the park, 15 people said “yes” and 13 people said “no”.

The consultation established that all the paths and tracks around the park are well used. However, the **paths and access to and around the Jack Kane Centre** are a focus of activity.

Pentlands to Portobello Walking & Cycle Route

When people were asked if there was anything stopping them from visiting the park more often a number of people mentioned the motorbikes using the park, the rubbish / dumping of waste and other concerns including that the park is **“not safe enough at night”**.

The consultation established that provision of **better paths** and an **improved landscape** is a priority for the people who took part in the consultation. Common aspirations for the park included improved play facilities and more things for children to do in the park.



The questionnaire and drop-in consultations invited comments on other aspects of the park and the path access through it. The comments have been grouped into 4 subjects: access, activities, landscape and maintenance / management. A full summary of the comments is contained in Appendix 3.

Access

- New, well lit paths, well surfaced paths
- Need good quality paths, so don't have to walk on the road
- Improved access to the Jack Kane Centre from Niddrie Marischal Road
- More circular paths around the park
- Better loop around both sides of the burn with links at both ends
- Improvements to the path connections (e.g. from NCN routes)

- Better lighting and signage
- Better and wider paths for prams
- Improve the paths accessibility for wheelchairs etc.
- New bridge crossing and a new path along the northern side of the burn
- Better access for wheelchair users past the vehicle barrier at the car park
- Improve the walks from Greendykes to the ERI
- Improve the steps to Hammond Place and connections to the path network

Activities

- Upgrade the play area and put the flying fox back
- Swimming pool!
- Tracks with jumps for bikes would be good
- Separate play area for young children
- More community based activities at Jack Kane Centre
- Mown grass area to the west of the burn for a football kick-about area
- Better play facilities and activities for children

Landscape

- Improve the appearance of the park
- More plants and shrubs
- Grass cutting for natural play areas to the north of the river
- Grow wild flowers again
- Community garden

Maintenance / Management

- Motorbikes are an issue
- Need park clean ups on a regular basis
- Lack of maintenance generally
- Security is an issue
- Better maintenance of the grassed areas
- Dumping and dog dirt is a problem
- Need more trees / boulders to prevent access by bikes to the park

In summary, the feeling amongst the consultees is that **“It is sad that the park is not getting used more”** and that **“In general, the park is ok, but could be brilliant!”**

4.4 Burdiehouse Burn Valley Park Friends Group Meeting

Burdiehouse Burn forms a substantial part of the Portobello to Pentlands route, with many access points and connections to the neighbouring communities and facilities to the north and south of the burn corridor. As there is an active and engaged “Friends” group meeting regularly, it was considered that this group would be a good means of consulting with local interest groups and members of the local communities along the path corridor.

A meeting was organised with representatives of the **Burdiehouse Burn Valley Park Friends Group** and a representative from **Spokes** on the 27th of February to discuss the issues along the Burdiehouse Burn route / connections / links etc. The meeting focused on the section of the route which passes through Burdiehouse Burn greenspaces, connections to the adjacent path networks and to community facilities close to the path route.

4.5 Conclusions of the Burdiehouse Burn Consultation

The Burdiehouse Burn Valley Park paths, open spaces and play facilities are well used by the local community. There is an active and engaged group of volunteers who undertake maintenance works throughout the year to help maintain the park. Projects to improve accessibility and the levels of use would be broadly supported by the group. An improved strategic cycle route may bring increased visitor numbers to the park, but the group did not have concerns about potential increases in the levels of use of the paths or open spaces.

The following section summarises the consultation results of the Burdiehouse Burn Friends Group meeting. Specific actions for physical path works and route options were as follows:

- The Pentlands to Portobello route should continue along the length of the Burdiehouse Burn corridor to Ellen’s Glen, and should not be routed along the Morrison’s path. The path should continue along Moredunvale Road.
- Mordun Woods is unsuitable for a formal cycle route (3m wide path) but is suitable as a walking route. Cyclists could continue along Ellen’s Glen Road, before turning onto Gilmerton Road.
- Improvements to the path surface and signage along the Ellen’s Glen section of the path would be supported.
- A segregated cycle route along Moredunvale Road would provide an important link.

- The existing Lasswade Road crossing arrangements should be reviewed, and the provision of a new crossing considered. This was identified as a priority but CEC Roads didn’t want 2 crossing points close together.
- Is there opportunity to widen the culvert under Lasswade Road?
- The Pentlands to Portobello route should be considered in the same way that the Water of Leith Walkway was signed and developed.
- The entrance barriers along the path along Hyvot Loan should be removed / improved.
- The routes across Morton Mains estate to the south of Frogston Road should be explored further. The potential route through the culvert under the bypass should be explored. The landowner of Morton Mains Estate should be approached to discuss the option of routing the path through the estate and to the A720 culvert, which would form a green route to Fairmilehead.
- There is a need for better cycle infrastructure along Frogston Road.
- Linkages to longer / major path routes is considered important (e.g. Braid Hills, Mortonhall and Shawfair). The creation of circular path routes is considered important.
- Signing of the route and new interpretation panels are required.
- There is need for a new bench along the path route (location tbc).
- Public art along the route would be supported.
- There should be a public vote on the name of the route through the use of social media.

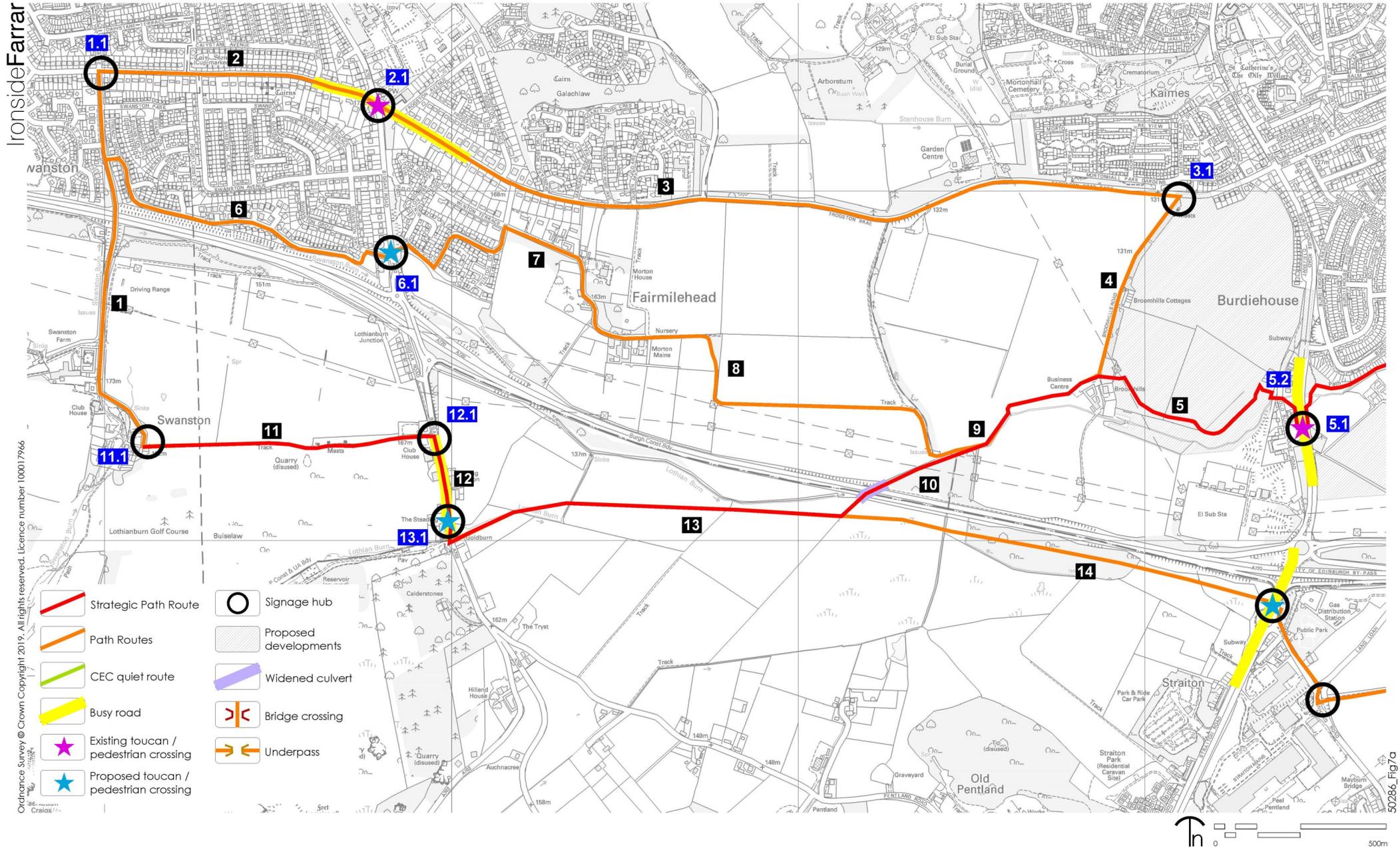
4.6 Future Consultation

Feed back to the groups and individuals who attended either the Burdiehouse Burn Friends Group meeting or the Community Event at the Jack Kane Centre will be undertaken by ELGT project officers and the Sustrans ibike Officer, through either attendance at meetings or through social media.

It is recognised that the feasibility study and the identification of a defined route and indicative development schedule will offer opportunity to promote the route in due course, in tandem with the anticipated construction and improvement works. It is expected that there will be benefit to be derived from this process via the advancement of a variety of promotional / educational activities including behavioural change, publicity and education. It is expected that this will be addressed by ELGT / Sustrans / CEC as appropriate, and through agreement in the early years of the path development.

Pentlands to Portobello Walking & Cycle Route

Section 1: Foot of the Pentlands to Burdiehouse Road



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-  Strategic Path Route
-  Path Routes
-  CEC quiet route
-  Busy road
-  Existing toucan / pedestrian crossing
-  Proposed toucan / pedestrian crossing
-  Signage hub
-  Proposed developments
-  Widened culvert
-  Bridge crossing
-  Underpass

5.0 Pentlands to Portobello Concept

5.1 Path Design Principles

The Concept Design for the Pentlands to Portobello walking / cycle route has been undertaken in accordance with the following guidance:

- Cycling by Design Guidance, Transport Scotland (*under review*)
- Handbook for Cycle Friendly Design, Sustrans
- Signing Cycle Networks (draft), Sustrans
- Cycle Network Signing, Technical Information Note No. 05, 2012
- Signage Guidance for Outdoor Access: A Guide to Good Practice
- Living Streets Design Guidance

Cycling by Design Guidance sets out the following design principles, which have under pinned the advice on cycle route provision:

- **Safety:** Design should minimise the potential for actual and perceived accident risk.
- **Coherence:** Cycling infrastructure should form a coherent network which links origins and destinations.
- **Directness:** Cyclists should be offered as direct a route as possible based on existing and latent trip desire lines, minimising detours and delays.
- **Comfort:** Non-sports cyclists prefer sheltered, smooth, uninterrupted, well-maintained surfaces with gentle gradients.
- **Attractiveness:** The perception of a route is important, particularly in attracting new users. Infrastructure should be designed in harmony with its surroundings in such a way that the whole experience makes cycling and walking attractive options.

The proposed active travel routes will meet the National Cycle Network standard, which requires they should be attractive and comfortable for the less confident cyclist (a sensible unaccompanied 12 year old or novice adult).

5.2 Concept Design

The Concept Design for the strategic Pentlands to Portobello Walking & Cycle Route has been developed through the options appraisal, in line with ELGT and Sustrans guidelines, and based on the following parameters:

The Pentlands to Portobello route will be:

- 3m wide sealed path, where possible or utilising existing paths
- Lit, where feasible and appropriate
- Through parks and green spaces, where practicable
- Following the most direct route (strategic route), coupled with community connections (local routes)
- Sensitive to natural woodlands / habitats
- Well signed (way finding, interpretation and public art)
- Tie-in with existing cycle / pedestrian infrastructure
- Deliverable within the constraints of partner budgets

Opportunities have been identified that encourage cycling for all, which will increase the overall uptake of cycling as a travel choice. This should include all user groups, including family cycling, commuters and older adults.

5.3 Pentlands to Portobello Route

The Pentlands to Portobello Walking & Cycle route, explored through the feasibility study, has considered the conditions, constraints and opportunities associated with the alternative path routes throughout the length of the study area. The route selection has been informed by advice from Sustrans and a target for 3m wide surfaced paths, where possible. The strategic path route has been identified in the following 4 sections:

Section 1: Foot of the Pentlands to Burdiehouse Road

The feasibility study identified 4 potential routes, connecting the Pentlands Regional Park car park with the start of Burdiehouse Burn Valley Park on

Pentlands to Portobello Walking & Cycle Route

Burdiehouse Road, which are as follows:

- Route 1: Frogston Road
- Route 2: Morton Main Estate
- Route 3: Midlothian Paths
- Route 4: A720 City By-pass Culvert

As there is not currently an off-road east to east path route, each of the path route options considered for Section 1 would involve significant levels of intervention to make the routes work. This may involve either significant levels of investment (road resurfacing / culvert widening), land owner negotiations (Morton Mains / Caiyside) or new on-road / off-road infrastructure.

The strategic path route identified on the map in Section 6 of this report runs along the lane to the east of the Pentlands Regional Park car park, seeks to utilise the Midlothian Council aspiration path across the fields to the east of the Biggar Road and through a widened under-pass (site of the existing Lothianburn culvert) under the A720 By-pass. The route would then continue on Morton Mains farm tracks and connect with the paths around the south of the Burdiehouse residential development, before crossing Burdiehouse Road and connecting to Burdiehouse Burn Valley Park. Achieving this route will be dependant on Midlothian Council active travel links, land owner agreements and funding the A720 culvert access. This route would provide safer and more enjoyable off-road pedestrian / cycle route, but may only be achievable in the longer term. The short term option is to allow passage from the Pentlands to Portobello route along Frogston Road, which is considered to be the most easily achievable route.

Section 2: Burdiehouse Road to Old Dalkeith Road

The majority of the strategic path route runs along the existing paths of the Burdiehouse Burn Valley Park paths along the existing surfaced path. However, at the point that the route reaches Guardwell Glen residential road, there are options for continuation of the route which have been considered. The feasibility study identified 3 potential route options from Guardwell Glen, which are as follows:

- Route 1: Ellen's Glen and Moredunvale Road
- Route 2: Ellen's Glen Loan
- Route 3: Mordun and Craigour Green Route

The continuation of the route alongside the burn, through the attractive landscape and historic village of Ellen's Glen and Mordun Woods provides the most scenic route. However, the route constraints and sensitive natural environment through which the route passes may restrict opportunities for achieving this strategic route. The levels of investment required to improve this latter section of path have been considered in more detail in the Concept Design, including the need for a new crossing point on Gilmerton Road and the need for a section of on-road cycle path along Moredunvale Road.

The route alternatives, along Mordun and Craigour Green, provide opportunities to tie-in with the proposed CEC upgrades to the Quiet Route at Gilmerton Road and continue through Craigour Green, thus connecting another community open space. In the short term, the most easily achievable route is the route beside the Morrison's Supermarket path and continuing along the CEC Quiet Route.

Section 3: Old Dalkeith Road to Niddrie Mains Road

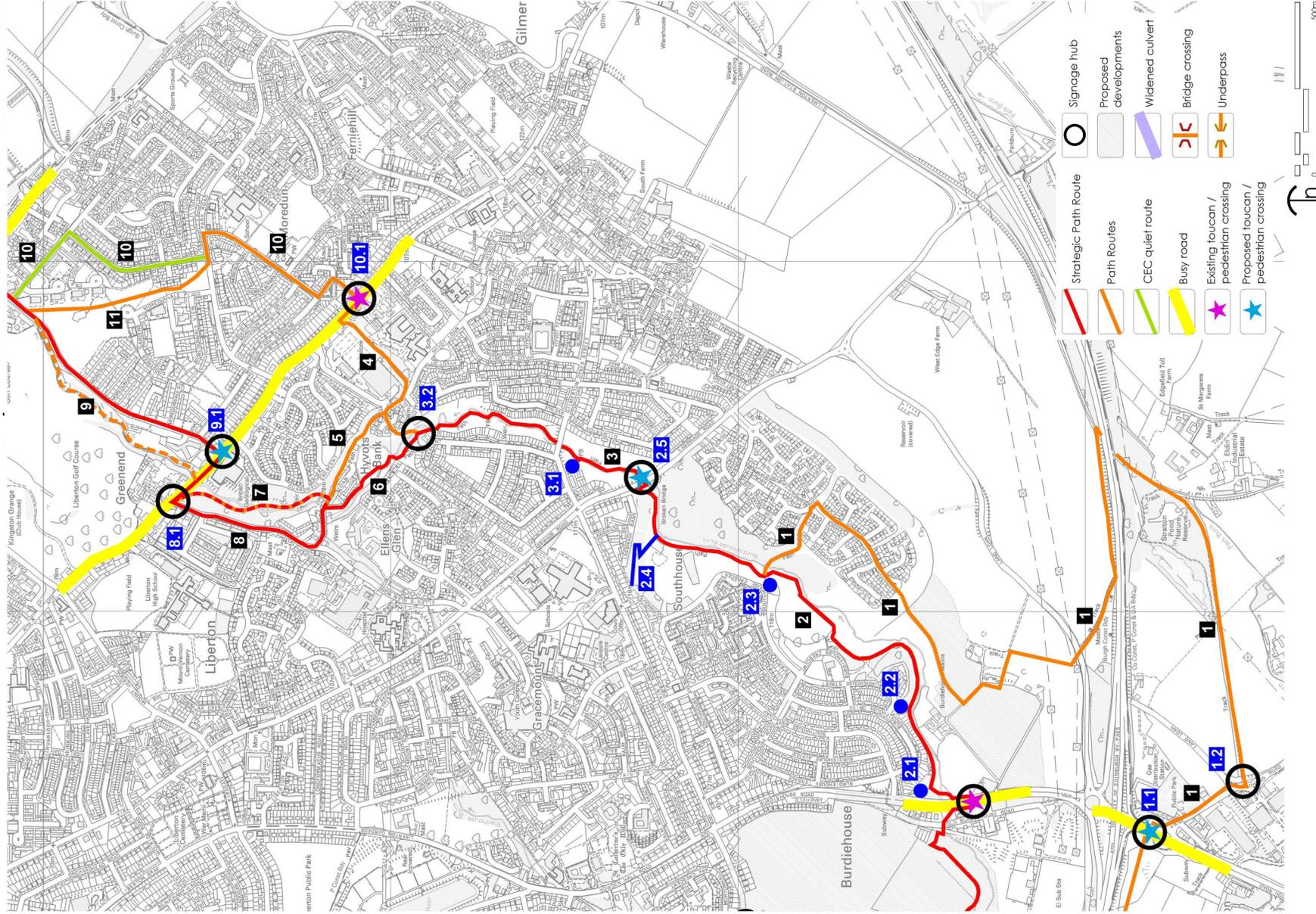
The majority of this section of the strategic path route travels along existing planned routes along existing roads and ties in with planned works by CEC to improve the routes to and around the ERI. The feasibility study identified potential route options through Hunter's Hall Park. CEC support the formalisation of paths to the north and south of the burn, following the lines of the existing tracks. The alternative route to the south of the burn should be achieved through negotiations with the developer and tie-in with the plans for the wider development of the park.

Section 4: Niddrie Mains Road to Portobello

The majority of this section of the route travels along existing path routes, following part of the route of the John Muir Way, NCN1 and Brunstane Burn path. There are 2 alternative sections of route that have been considered as part of the feasibility study, which might be preferred due to access issues or as part of other strategic junction improvements.

Route 1: Brunstane Road South Loop should be included as an alternative route for less abled cyclists, avoiding the stepped over-bridge across the railway lines. The alternative route is considerably longer, but much less challenging in regard to access and ability. The Eastfield Gardens alternative route should be explored further through the SEStran Portobello to Musselburgh Active Travel route.

Section 2: Burdiehouse Road to Old Dalkeith Road



Inside Farrar

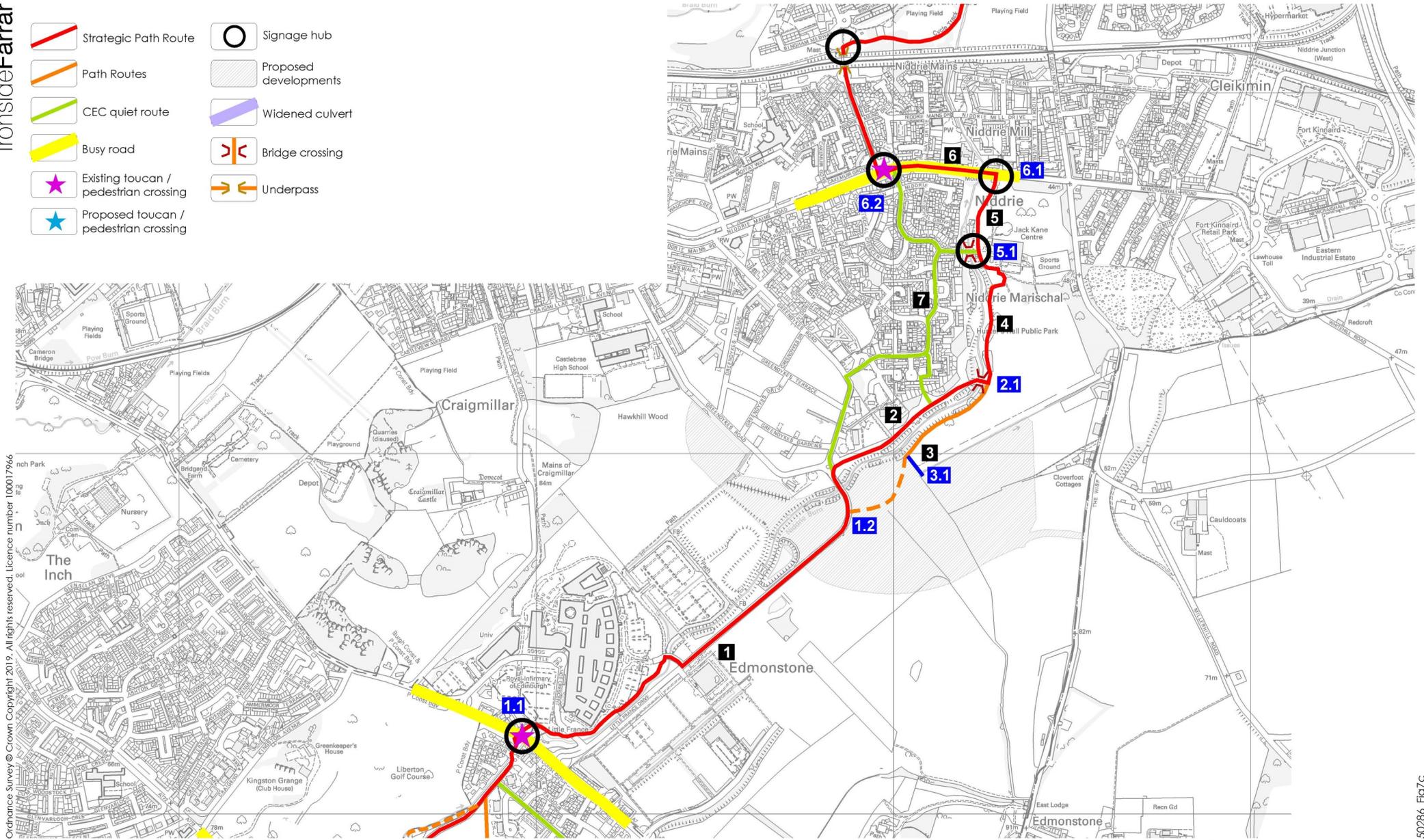
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Pentlands to Portobello Walking & Cycle Route

Section 3: Old Dalkeith Road to Niddrie Mains Road

IronsideFarrar

-  Strategic Path Route
-  Path Routes
-  CEC quiet route
-  Busy road
-  Existing toucan / pedestrian crossing
-  Proposed toucan / pedestrian crossing
-  Signage hub
-  Proposed developments
-  Widened culvert
-  Bridge crossing
-  Underpass



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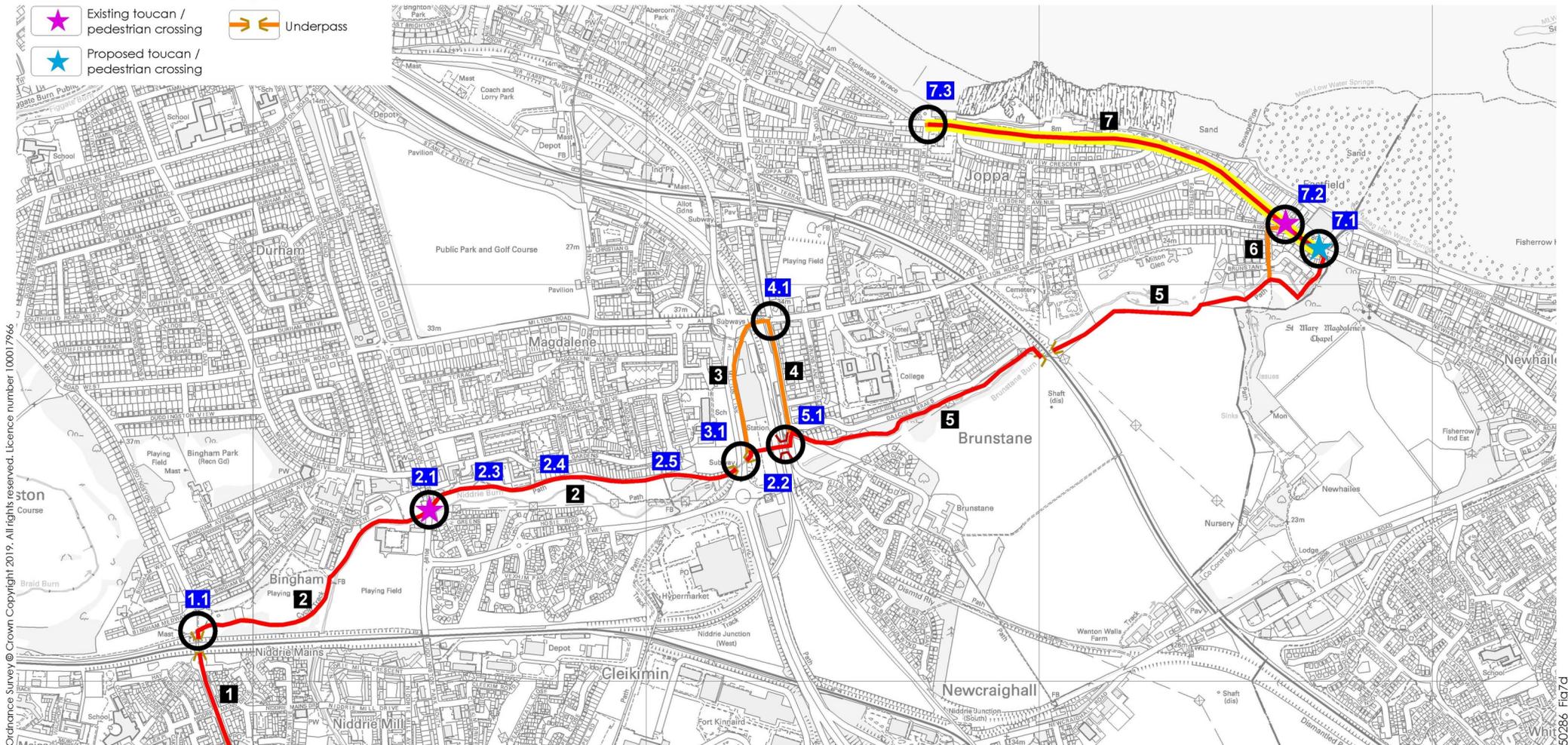


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Section 4: Niddrie Mains Road to Portobello (Joppa)

IronsidesFarrar

-  Strategic Path Route
-  Path Routes
-  CEC quiet route
-  Busy road
-  Existing toucan / pedestrian crossing
-  Proposed toucan / pedestrian crossing
-  Signage hub
-  Proposed developments
-  Widened culvert
-  Bridge crossing
-  Underpass



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Pentlands to Portobello Walking & Cycle Route



6.0 Preliminary Design

6.1 Cost Effective Solutions

Much of the route runs along existing paths or desire lines, to maximise the use of existing networks, and connections between communities and facilities. Most of the route is off-road on reasonable or good paths where some improvements could be made to provide better routes for active travel and local journeys by bike or on foot.

The Pentlands to Portobello Walking & Cycle Route will be delivered through a combination of new sections of high-quality paths passing through new housing developments and enhanced sections of paths running through existing green corridors. The main route will be well designed, segregated where possible, signed, lit and well maintained. The traffic signals at some existing road junctions will be modified to allow safer crossing at busy road sections, where necessary.

The Pentlands to Portobello route will, generally, be in accordance with Sustrans and City of Edinburgh design requirements and will:

- 3m wide sealed path, where possible or utilising existing paths
- Lit, where feasible and appropriate (using innovative equipment to maximise cost effectiveness and sustainability)
- Sensitive to natural woodlands / habitats (avoiding designated sites)
- Well signed (way finding, interpretation and public art)
- Tie-in with existing cycle / pedestrian infrastructure to maximise cost savings
- Routed through parks and green spaces, to maximise social benefit environmental benefit by increasing local journeys by providing active travel opportunities

Sections of the route have been investigated in detail to explore alternative routes and access points and to tie in with planned and proposed developments and City of Edinburgh Council (CEC) planned upgrades.

6.2 The Path Route

The following section sets out the potential works that have been determined following investigations and surveys and then developed through the Preliminary design stage of the project.

Section 1:Foot of the Pentlands to Burdiehouse Road

The strategic route, from the foot of Pentlands to Burdiehouse Rd is as follows:

- Lothianburn Golf Club track from Swanston Car Park to Biggar Road (Trunk Road)
- Section of segregated path along the western side of Biggar Road to Goldburn, with new signalled crossing
- New path across the agricultural fields (route to be reviewed) to the existing culvert below the A720 City Bypass.
- Widened or replaced A720 culvert sufficient to allow safe passage of cyclists
- Continuing along Morton Mains farm tracks to and through the current and future Burdiehouse development (part provided by developer within Burdiehouse development)
- Old Burdiehouse Road access point and connection with a revised Burdiehouse Road crossing

Section 2:Burdiehouse Road to Old Dalkeith Road

The strategic route, from Burdiehouse Road to Old Dalkeith Road is as follows:

- Following existing path along Burdiehouse Burn Valley Park (BBVP) and past the proposed St Crispin's School, and on to Lasswade Road
- 4 local access interventions and improvement, including Bothy access at Gilmerton Dykes Street and external improvements
- Lasswade Road crossing revisions, with a proposed new signalised crossing moved northwards to allow better visibility
- Continuation of the path along BBVP to Guardwell Glen
- Improved path links from to / from Gilmerton Dykes Crescent

Pentlands to Portobello Walking & Cycle Route



- Path follows Burdiehouse burn to Ellen's Glen Loan
- Walking / mountain bike Path through Morden Wood
- Parallel cycle route along Ellen's Glen Road, forming the main, signposted, multi-user route
- amended junction at Gilmerton Road / Ellens Glen Road with section of segregated path along Gilmerton Road to Moredunvale Road, with new signal controlled crossing
- New segregated path along western side of Moredunvale Road to Old Dalkeith Road

Section 3: Old Dalkeith Road to Niddrie Mains Road

The strategic route, from Old Dalkeith Road to Niddrie Mains Road is as follows:

- Revised /upgraded existing toucan crossing at Old Dalkeith Road
- Improved CEC off-road path network around the Edinburgh Royal Infirmary Grounds
- Improved CEC cycle route along Little France Drive to Pringle Drive
- New section of path connecting Green Dykes Road roundabout to the Niddrie House Avenue new/committed CEC path and bridge across Niddrie Burn and on to the south of the Jack Kane Centre
- Improved cycle and pedestrian routes to and around the Jack Kane Centre and bridge connection to Niddrie Marischal Road (CEC Quiet Route)
- New build path from the north of the Jack Kane Centre to Niddrie Mains Road, following desire line.
- Reconstructed section of shared use path along the south side of Niddrie Mains Rd
- Niddrie Road Crossing via CEC currently proposed Toucan crossing

Section 4: Niddrie Mains Road to Portobello (Joppa)

The strategic route, from Niddrie Mains Road to Portobello (Joppa) is as follows:

- Waymarked cycle route along Hay Avenue to the CEC improved Bingham Tunnel
- Continuation of the path route and signage along the John Muir Way / NCN 1 through Jewel Park

- Crossing Duddingston Park South via existing Toucan Crossing and continuing through Magdalene Glen along existing path.
- Improvement of the entrances to the path corridor from the residential streets of Magdalene Gardens (3No.)
- Through the Milton Link Road subway to the adjacent retail car park and along the path to and over the railway pedestrian overbridge
- Connection across Brunstane Road to Brunstane Burn path and continuation north along the Brunstane Burn to the Edinburgh Road
- Provision of 'safe landing' exit at south side of A199 with potential crossing point allowing access to the SEStran proposed Musselburgh/Portobello Segregated multiuser route on the north side of the A199
- Continuation along the A199 Edinburgh Road using SEStran proposed Musselburgh/Portobello Segregated multiuser route on the north side of the A199



6.3 Indicative Cost Factors

Cost budget details can be found in Appendix 4.

Further details will be required for each section of strategic path section during the design process.

The Strategic Route identified within this study reflects the core ambition at Client level to form a path route that follows as faithfully as possible the routes of the variously named burns that make their way from Swanston, at the foot of the Pentland Hills, down through the southern and eastern fringes of Edinburgh to the North Sea at the Firth of Forth, in Portobello.

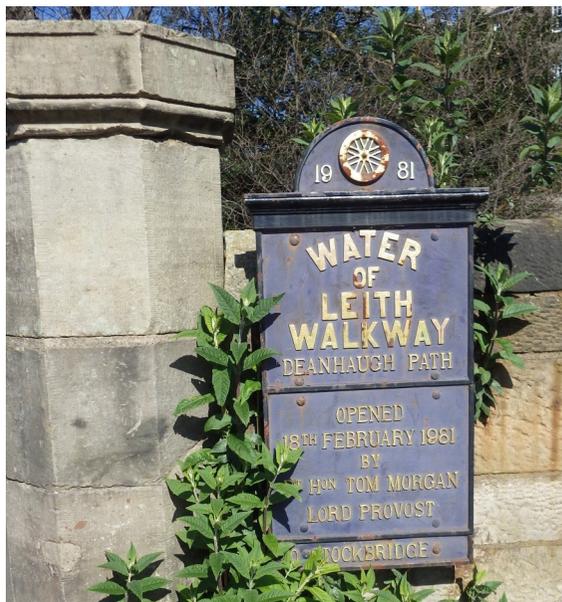
The study has been funded in part by CSGN and in part by Sustrans, who are expected to be a potential substantial funding source for works in the time ahead. Consequently, the working assumption is that the sections of path to be constructed will satisfy Sustrans normal requirements for shared-use paths; being 3m wide, blacktop finished and lit. It may be expected that these paths may be adopted by the relevant Council, following suitable negotiations and agreements.

Cost savings could be achieved by selection of some of the optional routes illustrated on the study drawings and diagrams, greater use of existing infrastructure, and relaxation of the required path standards, all of which can be explored as each section of works is progressed.

The physical conditions and construction details assumed in compiling the cost budgets have been summarised on the cost schedules.

It is accepted that paths in individual sections and locations will be subject to local constraints and requirements as well as budget needs; these local factors require to be reviewed and identified in detail at the next stage of budget review; the costs in this budget are reflective of general outturn costs that accurately reflect the scale and type of path that serves the ambition of the Study.

Pentlands to Portobello Walking & Cycle Route



7.0 Signage Strategy

7.1 Introduction

“One of the key requirements in developing safe and attractive places to cycle is comprehensive direction signing that links paths, tracks, lanes and roads together that make up the network. The attractiveness and utility of any network to potential users will, in part, depend on the quality, coherence, consistency and frequency of the signs. ... Visitors and local residents should be able to follow all routes in any direction, without needing a map.” (Sustrans Technical Information Note No. 5, July 2013)

The City of Edinburgh Council is committed through its Active Travel Action Plan (2016) to develop and improve walking and cycling facilities across the city. The Signage Strategy has been developed that ensures a coherent and consistent approach to enable cyclists and pedestrians to follow the route easily and without confusion.

The Pentlands to Portobello walking / cycling route signage strategy has been developed in accordance with the City of Edinburgh Council Active Travel Action Plan Signage Guidance Document and the Traffic Signs Manual, Department for Transport. It has been coordinated with other signage strategies in place or under development, to avoid unnecessary clutter, repetition or inconsistencies.

7.2 Wayfinding Signage

Wayfinding signage is critical in ensuring that pedestrians and cyclists can easily navigate their way around the path network. Directional signs at frequent locations along the walking / cycle route should be installed to advertise key destinations and distances. Care should be taken to ensure that satisfactory signing is provided in both directions. The frequency and location of signs should take account of the ability of cyclists to follow the route should any one sign go missing. Care should be taken to locate all signs so that they are clearly visible and legible to approaching walkers / cyclists, who can then prepare to make the appropriate manoeuvre.

Where there are opportunities to introduce wayfinding and signage at key junctions, there may also be opportunity to combine it with placemaking and to add significant elements, like seating, throughout the length of the path that indicates a location and/or raises awareness of the features / green spaces along the route. Signage should be incorporated along the length of the Pentlands to Portobello route to give consistency and as a part of an overall wayfinding and signage strategy for the open spaces network and active travel routes.

7.3 Design Objectives

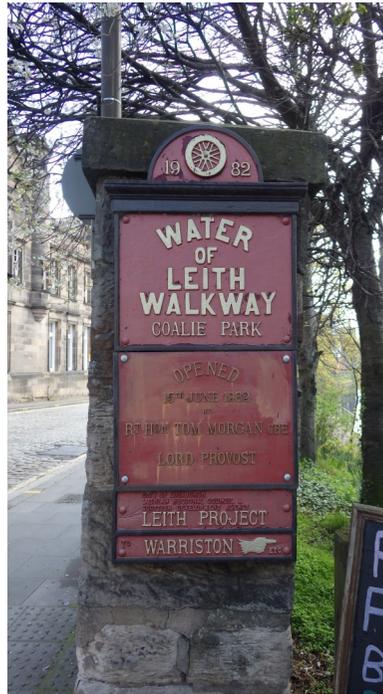
The overall aim of the signage strategy for the Pentlands to Portobello route is to create an easy-to-follow walking / cycling route, with good sightlines and forward visibility to contribute to personal security and wayfinding.

The design of the Pentlands to Portobello route signage should:

- Be clear, simple, identifiable and legible - to assist those with sight / learning difficulties / dementia and older people
- Not be excessive to avoid information being ignored or creating confusion and possible danger
- Be positioned carefully to minimise clutter
- Use colour and contrast to ensure legibility (safety colours should be avoided to ensure that there is no confusion between public information and safety signs)
- Where possible, signs should incorporate symbols and pictograms as well as words
- Be free from obstruction by foliage or parked vehicles

The public spaces of urban area are often compromised by visual clutter such as highway signage, multiple poles for lighting and traffic lights, bins, and pedestrian

Pentlands to Portobello Walking & Cycle Route



barriers. An approach which rationalises and reduces signage and clutter is not only better but can be more cost effective.

7.4 Signage Branding

Branding is a general term for images and signage that is intended to promote awareness of a path or route. Care should be taken that an excess of such branding does not compromise the wayfinding and signage intended to assist the users. A Pentlands to Portobello route brand should be developed, with an easily identifiable logo / pictorial image that represents the route. Logos are useful on long distance routes or for path networks where particular routes are promoted. They help users to keep on the correct route as well as providing a brand identity to assist with marketing and promotion. Signage for the Pentlands to Portobello route should be similar to the Water of Leith Walkway.

The signage strategy should consider innovative measures to enhance the wayfinding of the routes (e.g. coloured materials, smart apps, public art, lighting etc.). However, the priority should be the delivery of the phase 1 routes to a high standard, that are robust, durable, easily maintained and deliverable. The signage / logos will need to go to CEC committee for approval.

The background colours of signs and branding should be agreed with CEC and should comply with the Councils Active Travel Action Plan Signage Guidance Document. The same symbol / number / branding style should be included on information boards, bollards, leaflets and elsewhere. Finials for existing and new sign posts might be developed as part of the route branding.

7.5 Signage / Wayfinding Design

Signs should normally be erected on existing signage posts. If new posts are required, the pole should be a galvanised steel pole, painted grey with dimensions as follows: diameter 76mm, length 4000mm, tube thickness 3.2mm. Due to wind loading restrictions there are limitations in the size and numbers of signs that can be installed on lighting columns. Any signs to be installed on lighting

columns must be granted permission by the City of Edinburgh Council’s lighting team. With regard to sign dimensions, the vertical or horizontal dimension should not exceed 800mm, to keep sign size down decreasing clutter and reducing the risk of wind damage. There should not be more than four destinations per sign which will be classified by their primary, secondary and tertiary nature.

Where a sign is to be installed on to existing poles, the lower extent of the sign should be no less than 2500mm from ground level unless otherwise stated. No sign should be placed on concrete lighting columns, brown painted lighting columns and traffic or pedestrian signals.

The wayfinding signs might include the following signs:

- Logos added to existing signs / number patches
- New wayfinding discs mounted on existing posts along the routes - markers along the route at points where the direction of the path may be unclear or where confirmation of the route is required, providing simple information on direction only
- Finger post signage mounted on existing posts or new posts at route junctions. These are usually placed at the start of a path, as well as at junctions with other paths and give an indication of direction, destination and distance
- Where there are no existing signs – install finger posts
- Minor accesses routes onto the main path from adjacent residential streets – discs on fences indicating the entrance to the Pentlands to Portobello path

Signs should be designed and erected in a way that will not require high levels of maintenance. They should be fixed at the same height as general traffic signs in such a way that they cannot be easily rotated, hit by passing vehicles or vandalised, either by using square poles or inserting self-tapping screws through the bracket into the pole. Walking and cycling distances should be measured accurately along each leg of the network and displayed clearly on the signs.

Orientation panels might be appropriate at the start / end of the route and at major entrances, providing details of all paths and routes and mapped details of the route. An orientation panel will provide information to enable the user to decide which path they want to use, gain an idea of distance and understand what they might expect along the way.

7.6 Signage / Wayfinding Plan

A Signage / Wayfinding plan should be developed, following the audit of the existing signage (cycle path signage and other directional signage) along each of the routes. This should include the following tasks:

- Undertake an audit of the existing signage (cycle path signage and other directional signage) along each of the routes with a view to reducing visual clutter that detracts from or obscures entrances and signs
- Prepare a detailed plan and a schedule of the signing required along each route (position, orientation, mounting height, size and fixing method of each sign), incorporating diagrams, drawings and detailed notes as required. This will be used when the signs are erected and can be useful for subsequent checking of the signing along a route.
- Develop a project to engage local artists / designers / students in the design of the signage, in partnership with CEC and Schools / Colleges
- Design and install an active travel route map at the start and end of the route and key locations along the route
- Design an active travel route map of each active travel route, for circulation in a leaflet format
- Identification of the responsible Authority for the maintenance / monitoring of signing on each section of the route
- Ensure that the site entrance to the main strategic path route is easily identifiable from all directions of approach and signed appropriately



Pentlands to Portobello Walking & Cycle Route

Delivery Plan

Route Section (refer to Appendix 4 for maps)	Project	Timescale
7a – 1: Elements 9,10,11,12,13, 11.1, 12.1, 13.1	Strategic Route between Swanston village and Burdiehouse; connection with developer-provided link at Burdiehouse; Land ownership and Council strategy dependent	Long Term
7a – 1 – 5.2	Re-establishment of route link through potentially illegally occupied land at Burdiehouse; CEC actioning through Planning.	Short Term
7a - 1	Signage and waymarking.	Short and Long Term
7b – 2 - 2	Burdiehouse Burn Valley Park Path upgrades / reconstruction	Short Term
7b – 2 – 2.1	Community Connection upgrade	Short Term
7b – 2 – 2.2	Community Connection upgrade	Short Term
7b – 2 – 2.3	Community Connection upgrade	Short Term
7b – 2- 2.4	Community Connection upgrade	Short Term
7b – 2 – 2.5	New Lasswade Road signaled Crossing	Medium Term
7b – 2 - 3	Burdiehouse Burn Valley Park Path upgrades / reconstruction	Short Term
7b – 2 – 3.1	Community Connection upgrade (Bothy)	Short Term
7b – 2 – 3.2	Signage Hub and Community Connection upgrade	Short Term
7b – 2 – 6	Existing Path Upgrade	Medium Term
7b – 2 – 7	Existing Path Upgrade	Medium Term
7b – 2 – 8	Establish cycle path at existing road	Medium Term
7b – 2	Whole route waymarking and signage	Short/Medium Term
7c – 3 - 2,5,6 & 5.1, 6.1, 6.2	Hunter's Hall Park Connections with CEC 2019/2020 works.	Short Term
7c – 3	Route signage and Waymarking	Short Term
7d – 4 - 1.1, 2.1, 3.1, 5.1	Route signage and Waymarking; Signage Hubs	Short Term
7d – 4 – 2.3	Upgraded Community Connection	Medium Term
7d – 4 – 2.4	Upgraded Community Connection	Medium Term
7d – 4 – 2.5	Upgraded Community Connection	Medium Term

8.0 Next Steps

8.1 Delivery Options

Delivery options and timescales for the Pentlands to Portobello route will be dependent upon several yet-to-be determined wider factors that should be determined and agreed following final project agreement of the strategic route by the Feasibility Study Partners, ELGT and Sustrans.

These factors include:

- **Recognition of the route** - It is understood that City of Edinburgh Council are willing to recognise the route and to include it within City Plan 2030 documentation
- **Publicisation and promotion of the route** - It is anticipated that Edinburgh and Lothian Greenspace Trust will take the role of custodian, consultee and promoter of the route, with delivery through partnerships including City of Edinburgh Council.

Following agreement on the initial key items above, it is anticipated that the complete Pentlands to Portobello route will be delivered in a phased and potentially piecemeal process, with physical interventions made where funding or other political opportunities present. The Action Plan in this document is therefore focussed primarily upon clearly defined physical route sections.

The study recognises that sections of the route have very different options for route choice, and it is noted that key external factors including costs, development activity, land access and inter-council cooperation will have a significant bearing on route deliverability.

At early stages in the project life, choices need to be made between delivering more immediate benefits by delivering sections of the route along more readily possible, but in the longer term non-preferred but supportive, alignments and delivering the strategic, preferred, route alignment through a slower and less secure programme.

Securing funding and delivery mechanisms for infrastructure provision can and will necessarily be achieved through several mechanisms, with final options dependent upon route and timescale selections:

- Multi-agency partnership projects
- Community initiatives
- Developer contributions / Section 75 agreements
- Direct Council funding
- Funding bids – HLF / Sustrans / Sustainable Travel Fund / others

Timescales and delivery phasing can of necessity be defined only in outline short / medium / long term terminology at this stage.

8.2 Delivery Plan

The table on the opposite page sets out the anticipated timescale for delivery of the routes. Timetable and phasing may be affected significantly by the choice of funding and delivery mechanisms. Refer to Appendix 4 for mapped references.

Timescales: short (1 - 5 years), medium (5 - 10 yrs), long (10+ yrs)

Pentlands to Portobello Walking & Cycle Route

Appendix 1 Technical Consultation Information

Contact	Consultation	Action
Peter Jackson, Active Travel Officer, SESTran Peter.Jackson@sestran.gov.uk	Peter provided an update on the Portobello to Musselburgh Active Travel project (Feasibility Study by Ironside Farrar 2017), which links Portobello Promenade to Musselburgh Harbour Road. The plans have not been progressed any further.	Email correspondence on 15.10.18
Lesley Carus, Senior Planning Officer Lesley.Carus@edinburgh.gov.uk Paul Devaney, Planning Team Manager Naomi Sandilands, Planning Officer naomi.sandilands@edinburgh.gov.uk	Email correspondence regarding any land allocations included in the Edinburgh LDP / residential developments along the proposed route (e.g. new housing sites, proposed path routes etc.), the Burdiehouse Masterplan. Meeting with Lesley Carus and Paul Devaney on 22.01.19. Forwarded GIS shapefiles to Naomi for the route for inclusion and consultation as part of the preparation of City Plan 2030 as a new strategic active travel route.	Email correspondence on 15.10.18, 17.10.18, 30.01.19 Meeting with Lesley Carus and Paul Devaney on 22.01.19
Lesley Carus, Senior Planning Officer Naomi Sandilands, Planning Officer Ben Wilson, Parks and Open Space	Met with Lesley Carus, Naomi Sandilands and Ben Wilson, to discuss the Burdiehouse residential development and the strategic route option, in light of the emerging 2030 Edinburgh City Plan.	Meeting on 26.02.19
Donald Anderson donaldcanderson@hotmail.co.uk	There hasn't been any formal consultation at all on the proposal. There have been informal discussions with SPOKES and with a variety of key stakeholders who are all very enthusiastic about the proposals.	Emailed on 05.11.18 Telephone conversations on 29.01.19, 30.01.19 Meeting on 27.02.19
Bogdan Handrea, Active Travel Bogdan.Handrea@midlothian.gov.uk	Meeting with Bogdan Handrea to discuss the Active travel / Green Network proposals around Straiton and Fairmilehead. Also, the planned housing developments along the proposed path route in Midlothian	Meeting with Bogdan Handrea on 10.01.18
Ryan Moffat ryan.moffat@edinburgh.gov.uk Gillian Smith Landscape Architect, Ironside Farrar	St Crispin's School relocation to Burdiehouse Valley Park. Discussed the plans, proposals, green network proposals, access arrangements. CEC are going to apply to Sutrans for funding in 2019/20 so should have some detailed plans on the routes around the school.	Email correspondence on 11.10.18
Tom Haddock, Senior Project Officer, ATAP Thom-as.Haddock@edinburgh.gov.uk	Meetings and email correspondence regarding various issues and projects along the proposed route, including: CEC Active Travel Network, Strategic tie-in to the wider network, Planned work at specific junctions along the route, All proposals for the new quiet routes around Old Dalkeith Road, new crossing at Morrisons Gilmerton Road, Hay Avenue, BioQuarter paths and associated upgrades	Meeting with Thomas on 17.10.18, 31.10.19 and various email correspondence
Martin Duncan, Access Officer Martin.Duncan@edinburgh.gov.uk	A meeting on 15.11.18 and email correspondence regarding various issues / GIS data / Hunters Hall Park, Public Rights of Way and access issues along the route. According to Scotways database, there are no PROW recorded in the area bounded by A720, B701, A702 & A701.	Emailed on 15.11.18 Met with Martin Duncan on 15.11.18
Peter Almand Project Manager Peter.Almand@edinburgh.gov.uk	Plans for the new school at Broomhills e.g. plans, proposals, green network proposals, access arrangements, School Travel Plan, proposals for a new Burdiehouse Road crossing	Email correspondence on 15.10.18
Scott Thomson, Community Parks Officer Scott.Thomson@edinburgh.gov.uk Keith Allison, Roads Officer	Met with Scott Thomson, Martin Duncan and Keith Allison on 15.11.18 to discuss the access issues around Hunters Hall Park.	Ross emailed on 11.10.18 Meeting 15.11.18
Burdiehouse Burn Valley Park Friends Group and Spokes donaldcanderson@hotmail.co.uk	Met with Donald Anderson and David French (Spokes) to discuss the Burdiehouse Burn Valley Park Friends Group aspirations for the park.	Meeting on 27.02.19

Appendix 2 Hunter's Hall Park Consultation

Invitations to events / meetings were circulated to the key consultees, with electronic links / invitations for circulation to other community interest groups/ individuals.

Contact details	Contact details
Niddrie Community Youth Group - info@ncyg.org.uk	Councillor Mary Campbell mary.campbell@edinburgh.gov.uk
Magdalene Community Centre - Rab.Hogg@ea.edin.sch.uk	Councillor Callum Laidlaw callum.laidlaw@edinburgh.gov.uk
Bingham Neighbourhood Association - admin@neighbourhoodalliance.co.uk	Carr Gomm / Craigmillar Community Grows - karinchipulina@carrgomm.org
Craigmillar Castle Regeneration Group - admin@neighbourhoodalliance.co.uk	Connecting Craigmillar - Katie.Quinn@thistle.org.uk
Greendykes Neighbourhood Association - admin@neighbourhoodalliance.co.uk	Thistle Foundation - hello@thistle.org.uk
Hays Neighbourhood Association - admin@neighbourhoodalliance.co.uk	CEC Lifelong Development Officer - Birgit.Harris@ea.edin.sch.uk / iain.twaddle@ea.edin.sch.uk
Magdalene Neighbourhood Association - admin@neighbourhoodalliance.co.uk	Smart Play Network - m.houchin@smartplaynetwork.org
Hylvot & Moredun Residents Association - info@hmra.org.uk	Brunstane Primary School - admin@brunstane.edin.sch.uk
Niddrie Community Church - info@niddrie.org	Castleview Primary School - admin@castleview.edin.sch.uk
Sandy's Community Centre / Castleview Community Centre - Graham.Neal@ea.edin.sch.uk / sandyscommunitycentre@gmail.com	Castlebrae High School - Admin@castlebrae.edin.sch.uk
Jack Kane Community Centre - MC@jackkanecommunity.org	Newcraighall Primary School - admin@newcraighall.edin.sch.uk
The Venchie, Niddrie - info@venchie.org.uk	Portobello High School - admin@portobello.edin.sch.uk
Bingham / Magdalene Community Renewal - Gina@communityrenewal.org.uk / oli-ver.scott@communityrenewal.org.uk	Jewel & Esk Valley College - lucie.dingle@edinburghcollege.ac.uk; jack.milner@edinburghcollege.ac.uk
Bingham Community Centre - cld-bingham@ea.edin.sch.uk	Niddrie Mill Primary School - admin@niddriemill.edin.sch.uk
Craigmillar Community Council - marlub1978@msn.com	St Francis' RC Primary School - admin@st-francis.edin.sch.uk
The White House, 70 Niddrie Mains Road - info@thewhitehousekitchen.org.uk	Liberton High School - admin@liberton.edin.sch.uk
Craigmillar Community Arts - craigmillarcommunityarts@gmail.com	Kaimes School - admin@kaimes.edin.sch.uk
Portobello and Craigmillar Area Partnership - evelyn.kilmurry@edinburgh.gov.uk	Gracemount Primary School - admin@gracemount-pri.edin.sch.uk
Portobello Community Council - secretary@portobelloc.org	Gracemount High School - admin@gracemount.edin.sch.uk
Lyra / ArtSpace, 11 Harewood Rd, EH16 4NT - lyra@lyra.co.uk	St Crispin's School - contact@crispins.co.uk
Hunter's Hall Housing Coop - contact@huntershall.org.uk	Gilmerton Primary School - admin@gilmerton.edin.sch.uk
Gilmerton & Inch Community Council - gilmerton.inchcc@outlook.com	Craigour Park Primary School - Craigourpark@edin.sch.uk
CEC Natural Heritage Officer - velda.weir@edinburgh.gov.uk	St John Vianney RC Primary School - Admin@st-johnvianney.edin.sch.uk
Councillor Maureen Child maureen.child@edinburgh.gov.uk	St Catherine's RC Primary School - parent.requests@st-catherines.edin.sch.uk
Councillor Kate Campbell kate.campbell@edinburgh.gov.uk	

Appendix 3 Consultation Summary

Consultation Results

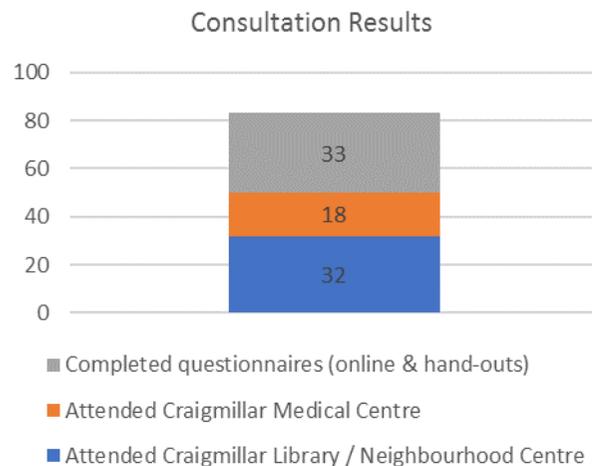
There were 32 people (of a variety of ages) that inputted to the drop-in consultation held at the Craigmillar Library / East Neighbourhood Centre and 18 people at the Craigmillar Medical Centre event.

The distribution of the consultation questionnaires was as follows:

- 11 questionnaires were completed on-line
- 22 paper questionnaires were completed

A total of approximately 280 questionnaires were distributed from the various consultation hubs at shops, medical centre, Jack Kane Centre, library and at the various consultation events.

The same questions were asked during the drop-in consultation as were asked in the questionnaire. Therefore, we conclude that around 83 people inputted to the consultation on Hunter's Hall Park. A further 250 people were informed about the project but declined to input to the consultation.

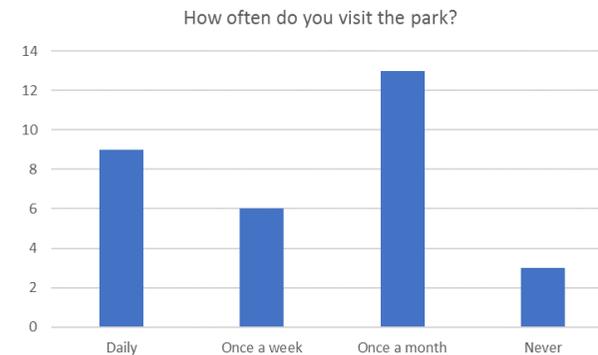


How often do you visit the park?

9 people who completed the questionnaire said that they visited Hunter's Hall Park daily, 6 people visit the park once a week and 13 people visit once a month, demonstrating that the park is a place that local people visit regularly and fairly frequently on repeat visits.

The following responses were recorded:

- Daily 9
- Once a week 6
- Once a month 13
- Never 3



What do you do there?

The following responses were recorded:

- Go for a walk 18
- Ride a bike 8
- Have fun and play 6
- Walk to shops /work/ school 3
- Play sport 4
- Walk the dog 3
- Jogging 1

Pentlands to Portobello Walking & Cycle Route

The principle activities of those using the park are walking, biking and playing.



What do you like most about the park?

When people were asked “What do you like most about the park?” a number of people said that they liked the “**sense of space**”, openness of the park, the perimeter **woodland and wildlife / natural character** of the open space. Other likes included the distance from traffic and wide open spaces for children to play, connections to other walking routes and the proximity to people’s homes. The following comments were recorded:

Comments	Comments
<ul style="list-style-type: none"> • Huge play area • I like the size of the park, the fact that it is secure for dogs and away from traffic • Open space / green space • A lot of space to make some attractions for kids and flowering plants • Sense of space • Bird song • It is close to my house • The open space and wildlife, especially the birds • Wide open space for kids to run about in • The new burn corridor • Nice for a walk 	<ul style="list-style-type: none"> • Water at the bottom of the park • Playing football at the Jack Kane Centre • Nothing much • The expanse of land to walk • I like the slides • Open space for the dogs to play about in • Openness, tree lined edges, improved watercourse and the links to other parks (Little France and Craigmillar) • Close to home • The size of the park • Walking along the burn and around the playing fields

What do you like least about the park?

When people were asked “What do you like **least** about the park?” 10 people said that they did not like the rubbish / dumping / dog mess that makes the park look like a “**no go area**”. Another major dislike was the issue with motorbikes using the site. Other dislikes included the muddy paths, poor lighting and poor access from Niddrie Marischal Road to the Jack Kane Centre, across the bridge. The following comments were recorded:

Comments	Comments
<ul style="list-style-type: none"> • Motor bike running • Rubbish everywhere and lack of bins • The people participating in sports drop their plastic bottles everywhere • It looks like a no go area • Litter, muddy, dog mess on grass • Dumping of rubbish • Dog mess and motor bikes • Not enough play ground space • Not any way to walk to the Jack Kane Centre • Muddy paths • It is a bit boring • Noise from the motor bikes • Could do with a tidy up and litter pick • Litter and dog dirt 	<ul style="list-style-type: none"> • Dog walkers and litter • Litter • Rubbish and lack of mixed habitat woodland • Everything • Kids on motorbikes • Litter and poor maintenance • Neds • Bad lighting and lack of good paths • No proper lights or crossing for kids to access from bridge area - have to walk on the busy road • Not safe at night and could do with a tidy up - too much rubbish • Paths bumpy • Not safe at night • It looks very unkept

Are you happy with the paths to and around the park?

When people were asked if they are happy with the paths to and around the park, 15 people said “yes” and 13 people said “no”.

Which paths do you use and why?

The consultation established that all the paths and tracks around the park are well used. However, the paths and access to and around the Jack Kane Centre are a focus of activity. The following comments were recorded:

Comments	Comments
<ul style="list-style-type: none"> • Paths near the play area because I have got kids • All of them • Cross the bridge to get to the bus stop • Path through to the Wisp • The paths used to be ok, but the builders have broken a lot of it up • All paths • The middle path to Jack Kane Centre • Path alongside the burn and then across the park • The path to the Community Garden • The one that leads to Niddrie House • Paths around the edges of the park • Links to new housing at Tobias Street and through to the fort • Greendykes to Niddrie Mains Road • Paths to the football pitches 	<ul style="list-style-type: none"> • Main paths from Niddrie Mains Road to the play area • The road! • From the Wisp side and connecting across the park • Avoided mossy surface • What paths? • Tar or chippings • At least they could be levelled as the frost cracked surface makes walking difficult • Access is not good, but need to keep the motorbikes out of the park • Maintenance • They are fine as they are • Don't know • More paths with trees / plants along • Path to the Figgate Burn

Is there anything stopping you from visiting the park more often?

When people were asked if there was anything stopping them from visiting the park more often a number of people mentioned the motorbikes using the park, the rubbish / dumping of waste and other concerns including that the park is **“not safe enough at night”**. The following comments were recorded:

Comments	Comments
<ul style="list-style-type: none"> • Bad weather • Motor bikes in the park • Rubbish and the overgrown vegetation • Other people's dogs • No reason to go to the park now as the grand children are grown up • It is unlit 	<ul style="list-style-type: none"> • Too far away • Not safe enough at night • Sometimes there are too many cars and it is hard to access the park • There is not much to do in the park • Not very pleasing to look at • I don't feel safe at any time of day

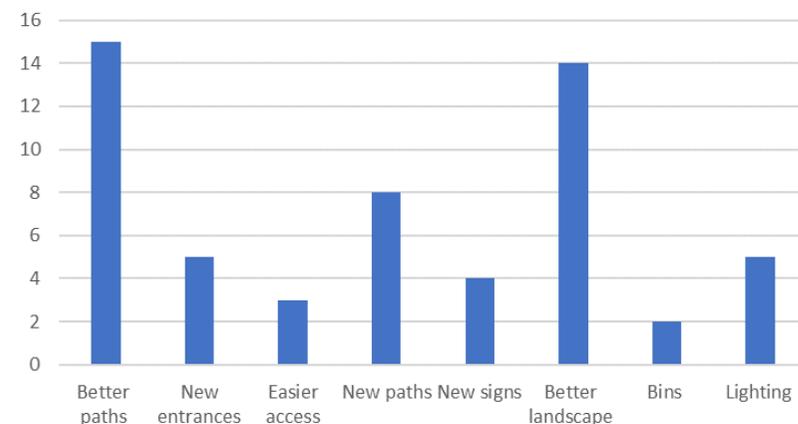
What would you like to see more of?

The consultation established that provision of better paths and an improved landscape is a priority for the people who took part in the consultation. Common aspirations for the park included improved play facilities for children and more things for children to do in the park.

The following responses were recorded:

- Better paths 15
- New entrances 5
- Easier access 3
- New paths 8
- New signs 4
- Better landscape 14
- Bins 2
- Lighting 5
- Other: More things for children
- Improved play area
- Areas for play e.g. Pump Track
- Better maintenance
- More seating

What would you like to see more of?



Pentlands to Portobello Walking & Cycle Route

Other comments:

The questionnaire and drop-in consultations invited comments on other aspects of the park and the path access through it. The comments have been grouped into 4 subjects: access, activities, landscape and maintenance / management. The following comments were recorded:

Access Comments

- Get rid of dodgy steps and sort out the road / pedestrian access points
- New, well lit paths
- A crossing for children coming from the bridge area
- Better lighting and better/wider paths for prams
- Need good quality paths, so don't have to walk on the road
- Better lighting and bridges over burns
- New bridge crossing needed
- Better access for disabled son to get past the vehicle barrier besides the car park
- Improve the walk from Greendykes to the ERI
- Improve the paths accessibility for wheelchairs etc.
- Would like to see a new path along the northern side of the burn to the south
- There is only one bridge over the burn, so we have to walk a long way round to get to the Jack Kane Centre
- The paths are muddy at times
- Path surface quality is important and easy access to the park
- A new bridge is needed
- There are not enough paths
- Access to the park is poor and there are no signs, so I don't know where to go
- More circular paths around the park as we use the park to ride bikes
- The paths are rough and don't go all around the park
- I use the Innocent Railway path and would like a better connection to the Jack Kane Centre - better crossing point or dedicated cycle route
- Improvements to the path connections
- Would like circular walks through Hunter's Hall Park and linking round to the library
- The steps at the back of our development are steep, but we use them every day
- Better loop around both sides of the burn with links at both ends
- Better surface and signage to other areas

Activities Comments

- More to do at the Jack Kane Centre as I find it most unwelcoming
- In general, the park is ok, but could be brilliant!
- The play park is old and more should be done to keep this good, with new equipment and an upgrade
- Bike tracks / jumps
- It is sad that the park is not getting used more
- Swimming pool!
- Tracks with jumps for bikes would be good
- Separate play area for young children
- Better play facilities and put the flying fox back
- More community based activities at Jack Kane Centre
- The play area is not fun as the flying fox and the slide was taken away and there are no flat swings
- Would like a mown grass area to the west of the burn for a football kick-about area
- Better play facilities and activities for children - upgraded play area

Landscape Comments

- Improve the appearance of the park
- Lovely park, spoiled by litter and dangerous motorbikes
- More plants and shrubs
- Improved planting
- Grass cutting for natural play areas to the north of the river
- Grow wild flowers again
- Community garden
- Wild flowers and more plants for the bumble bees

Maintenance / Management Comments

- Park clean ups on a regular basis
- Lack of maintenance generally
- Security is an issue
- Better maintenance of the grassed areas
- Dumping is a problem
- Dog dirt is an issue
- Need more trees to prevent access by bikes to the park
- Put boulders to prevent access to the burn so people can't dump rubbish in the burn
- Motorbikes are an issue
- Section of fence taken out which provides entry to a private garden, through which the motorbikes get into the park

Other, more general comments, included the following:

- The park has great potential
- Too many of Edinburgh's parks are bare. There should be more allotments and free activities e.g. tennis, bike tracks, skate parks, BBQ areas, shelters and trees.
- The park is a great asset but is under used. It needs a comprehensive rethink, with more natural habitats, possible a small arboretum and better facilities and some willow trees along the Burn corridor. Could some land art / play and a cafe provide more of a destination from surrounding areas of the city? Do further access points need to be established? Does the wall need to be reduced in height/ removed to encourage better permeability and awareness for passers by? Can green network connections to new developments in SE Edinburgh be planned and delivered? Long term ambition to frame the park as an important and positive area wide asset - a sports and nature hub - for a growing part of the city is needed!

Appendix 4 Preliminary Design Budget

Appendix 5 Bibliography

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