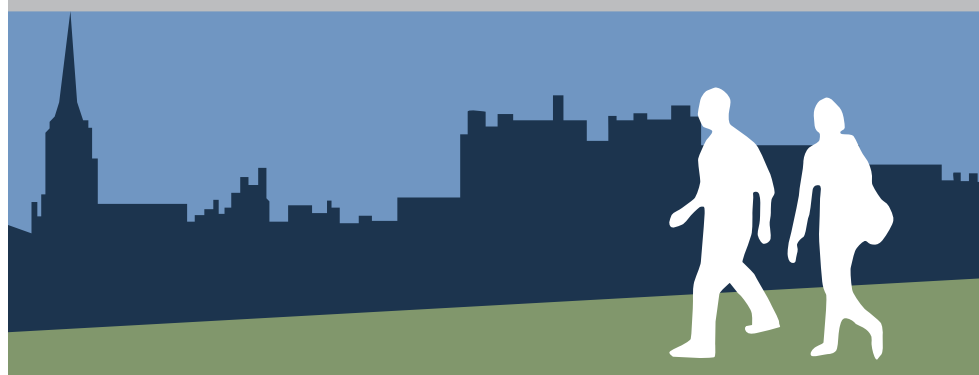
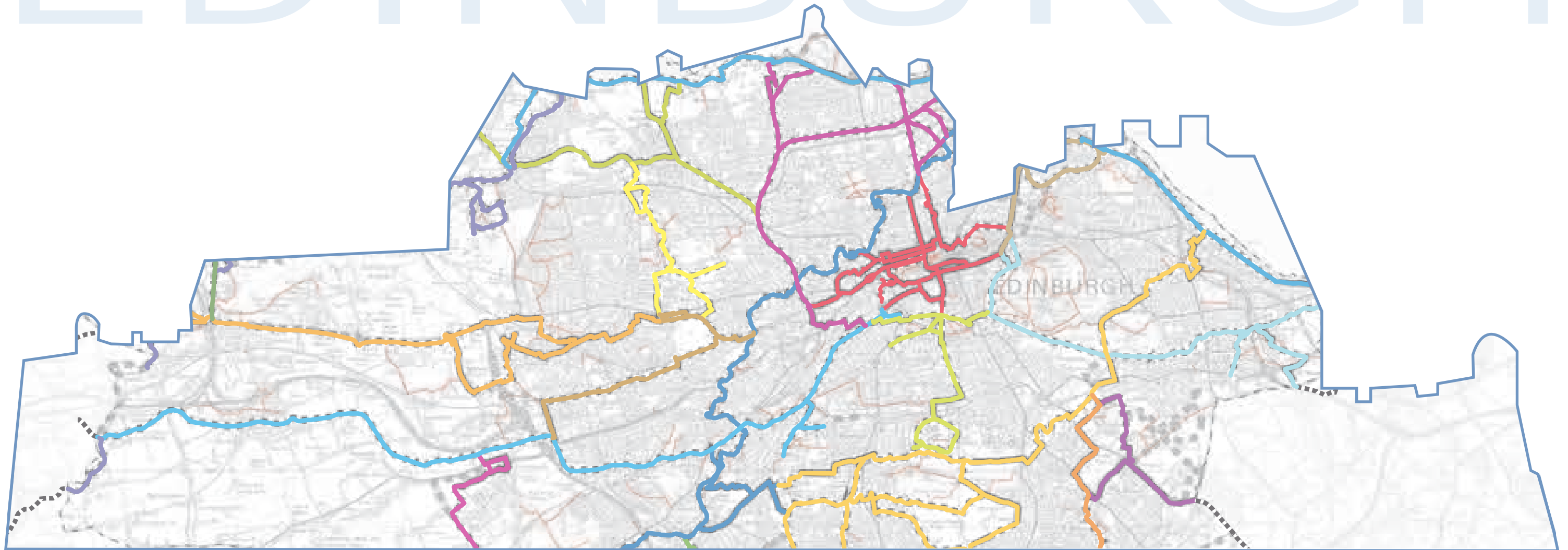


EDINBURGH



core paths plan

Spring 2008

Foreword	3
Introduction	4
Preparation of the Core Paths Plan	6
Edinburgh's Core Path System	8 - 9
Aerial Photo Overview	10
Core paths	
CEC 1. Burdiehouse Burn Valley Park	11
CEC 2. The Braids	12 - 13
CEC 3. Blackford Hill to The Meadows	14 - 15
CEC 4. Craigmillar to Dalkeith Link	16 - 17
CEC 5. Innocent Railway	18 - 19
CEC 6. Firth of Forth	20 - 21
CEC 7. Claremont and Easter Road	23
CEC 8. North Edinburgh Paths	24 - 25
CEC 9. Queensferry to Craigleith	26 - 27
CEC 10. Newbridge to Queensferry and Kirkliston	28 - 29
CEC 11. River Almond	30 - 31
CEC 12. A8 Link	32 - 33
CEC 13. Sighthill to Carrick Knowe	32 - 33
CEC 14. Corstorphine Hill	34 - 35
CEC 15. Union Canal	36 - 37
CEC 16. Kirknewton	39
CEC 17. Riccarton	41
CEC 18. Water of Leith	42 - 43
CEC 19. Harlaw and Threipmuir	44 - 45
CEC 20. Bonaly and Bonaly Link	46 - 47
CEC 21. Central Paths	48 - 49
Core Paths Environmental Statement	50

Foreword

Part 1 of the Land Reform (Scotland) Act 2003 introduced a new right of responsible access to most land and inland water throughout Scotland. The Act and the accompanying Scottish Outdoor Access Code have raised awareness of how to enjoy the outdoors and manage land responsibly with respect to these new access rights.

Under the Act, every Scottish local authority has a duty to prepare a Core Paths Plan. The Core Paths Plan is required to identify a system of key routes for non-motorised access throughout the area. This document is the final draft of the Core Path Plan for the area of the City of Edinburgh. Its preparation has provided an excellent opportunity to consult with local communities, path users and land managers, and to better understand their needs in relation to outdoor access.

This plan has been prepared through an extended period of informal consultation. It has become clear that welcoming paths are increasingly important to local communities not just for recreation, but for commuting and getting to local amenities and other places of interest.

In a wider sense, paths for non-motorised access support sustainable transport objectives and will make an increasing contribution to tackling climate change. Edinburgh's Core Paths Plan and the wider access opportunities in Edinburgh will play a part in improving the quality of life for residents and the experience of visitors to Scotland's Capital City.

INTRODUCTION

What is a Core Paths Plan and why has one been prepared?

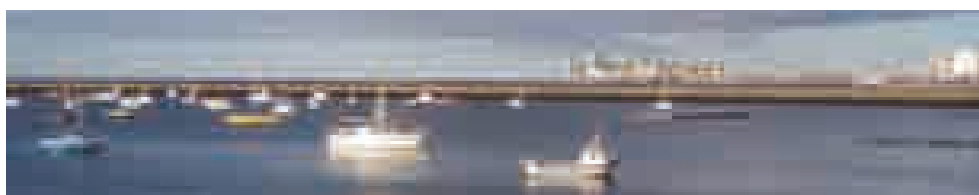
Part 1 of the Land Reform (Scotland) Act 2003, introduced a new right of responsible access to most land and inland water throughout Scotland. It also provided Scottish local authorities with a new set of powers and duties to help manage access at a local level. One of the key duties is to produce a Core Paths Plan.

A Core Paths Plan is required to identify a system of routes that provides the community and visitors with reasonable non-motorised access throughout the local authority area. It should include paths suitable for all types of user including walkers, cyclists, horse-riders, those seeking access to inland water, and for people with varying abilities.



It is recognised that good path systems can deliver a number of wider benefits. They can:

- contribute towards better health through the encouragement of more outdoor exercise (through for example making walking and cycling easier);
- encourage more sustainable forms of transport than the car for shorter journeys, thus helping reduce traffic volumes and associated emissions;
- provide more sustainable access to visitor attractions by for example walking and cycling;
- help in the regeneration of areas (social and economic benefits) where access by non-motorised transport can be improved;
- provide social benefits through improving access to parks and greenspaces and enabling people to enjoy the natural heritage at first hand; and
- contribute to a better quality of life for residents.



What is a Core Path?

Core Paths can be rights of way, signposted paths, cycle tracks, footways, or any other routes that provide the public with access to places they want to go. These include local facilities, tourist attractions, parks, other greenspaces and places of work. Core paths can be varied in character depending on location and type of usage. The majority of Core Paths are generally existing well-established paths, although the Core Paths Plan also identifies opportunities for future development. In an urban environment such as Edinburgh, Core Paths can include sections along roads where these are needed to provide a reasonable system.



Core Paths will form the basic system of paths around the City of Edinburgh area and will:

- link into and support a wider network of local paths;
- connect with paths in adjoining local authority areas;
- provide a basis for promoting off road access.



Relationship with other plans, policies and strategies

This Core Paths Plan supports a number of other key plans, policies and strategies.

Core Paths Planning directly supports the implementation of Edinburgh's Outdoor Access Strategy by providing a city-wide framework for outdoor access provision. Future revisions of the Outdoor Access Strategy will further strengthen the links between the Core Paths system and other city-wide plans and programmes.

The Plan has been prepared through detailed consultation at a local level, starting the process of community engagement in access management. Edinburgh's Community Planning framework involves twelve new Neighbourhood Partnerships which deliver key services at a local level and six local Neighbourhood Teams. Core Paths Planning has already helped identify important local access issues. The Plan will therefore provide a focus for future paths management delivered locally within a Community Planning context.

The Core Paths Plan supports the aims of Edinburgh's Local Transport Strategy 2007-12, in particular Edinburgh's aims to reduce the environmental impacts of travel and promote health and fitness. In this way, access management and the sustainable transport agenda are complementary.

Core Paths will appear in future revisions of local plans, principally, the Edinburgh City Local Plan and Rural West Edinburgh Local Plan. This will underline their strategic importance and ensure these key routes are taken into account in local development proposals. Core Paths will also feature on Ordnance Survey maps in the future.

Core Paths Planning, and access management in general, are complementary to a wide range of other national and local policies on health, natural heritage, community safety, parks and gardens, forestry, economic development and tourism. Development of Edinburgh's Outdoor Access Strategy will seek to strengthen these policy links and identify further opportunities for co-operation.



Vision and Aims

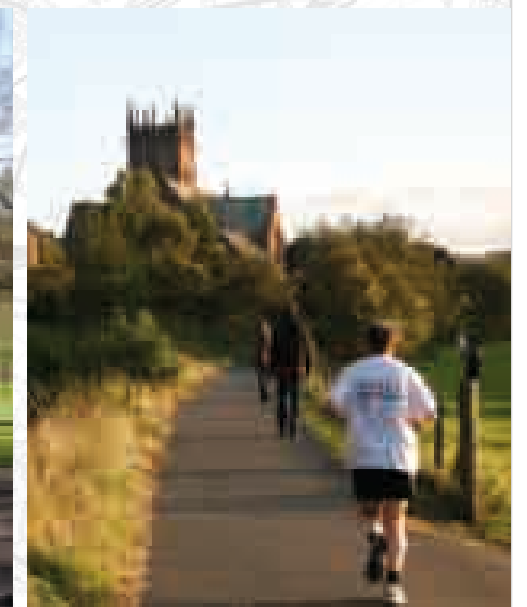
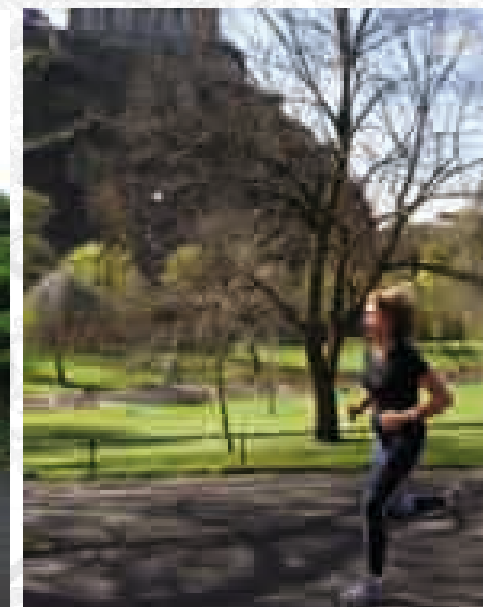
A vision and eight key objectives have been developed for Edinburgh's Core Path Plan through extensive community engagement and consultation with land managers, user groups and Edinburgh's Access Forum. These underpin this Core Paths Plan.

The Vision is:

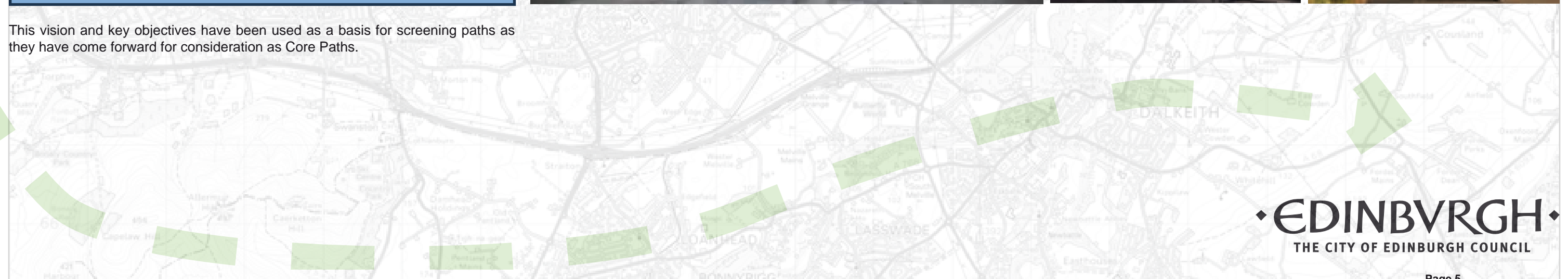
“To identify and promote a sustainable and safer Core Path system in Edinburgh, which encourages access for all within the city and to adjacent areas for recreation and work.”

The Objectives are to:

- identify an easily accessed, user friendly system of paths in Edinburgh that responds to a mix of user needs;
- promote a sustainable approach to access, safeguarding the environment whilst recognising the potential to deliver local economic and social benefits;
- ensure that the Core Path network balances the needs of users and the interests of land managers;
- link key places across the city, including the city centre;
- create a path system which allows the local community and visitors to enjoy and interpret the assets of the city, its natural and cultural heritage and local distinctiveness;
- promote a path system which provides health benefits and access to sports and recreational opportunities;
- provide a focus for promotion and investment in strategically important non-motorised routes;
- support existing local policy and targets.



This vision and key objectives have been used as a basis for screening paths as they have come forward for consideration as Core Paths.



PREPARATION OF THE CORE PATHS PLAN

How consultation was carried out in preparing the Plan

To develop a meaningful Core Path system in Edinburgh, it was considered important to try to involve everyone with an interest from the outset. This included local communities, the Local Access Forum, land managers, user groups, agencies, and other interested parties. Two rounds of informal consultation were held. The first involved collation of existing information on known paths and a series of workshops and meetings. The aim was to gather initial views on the objectives for the plan, some early ideas on candidate paths and some of the key local issues (e.g. access, barriers, ownership and safety). The second round involved a series of drop-in events around the City enabling people to provide views on the emerging core path system (Did it make sense? Were there any gaps? Were there any other issues?).

During both consultation phases, the Access Forum was consulted prior to wider public engagement and dedicated workshops for land managers and user groups were held at an early stage. One to one meetings were held and correspondence with individual land managers continued throughout the process.

A dedicated website was established (www.edinburghcorepaths.org) where proposals and updates were presented and views gathered as the plan came together. A detailed consultation diary of all the events, meetings, correspondence and contacts was maintained throughout.



How the Core Paths were selected

Selection of Core Paths involved three stages:

Stage 1: Gathering together all the comments and observations from the workshops, interviews and meetings, provided in note form or attached to maps. From these consultations a lot of information was gathered about which paths and routes were the most popular in various areas and where people would like to be able to walk, cycle or horse-ride in the future, as well as comments and suggestions for improving paths.

Stage 2: Screening the paths that began to emerge as likely candidates against the Core Paths Plan objectives to ensure that paths met the criteria established by consultation with stakeholders. Paths were also checked 'on the ground' during this phase, to verify areas of uncertainty, check where there were access issues and to investigate any other potential barriers to use.

Stage 3: Mapping the candidate paths and testing them through workshops and drop-in consultation events with all interested parties (e.g. land managers, user groups, the Access Forum and local communities).

The suite of maps in this plan has been compiled through this staged process of community and stakeholder engagement. Additionally, the judgement and advice of a range of Professional Officers within Edinburgh's Planning, Transportation and Services for Communities Departments helped inform the path selection process. Ultimately, the selected Core Paths needed to be suitable for promotion as usable routes. Factors such as path condition, accessibility, and land management issues were therefore taken into account as part of the selection process.

Throughout, attention was paid to both selection of individual paths and the sufficiency of the Core Path system as a whole.

Strategic Environmental Assessment (SEA)

The Environmental Assessment (Scotland) Act 2005 required that a Strategic Environmental Assessment (SEA) was carried out to assess the effects that this plan could have on the environment. The results of this were published alongside the Consultation Draft of the plan and played a key part in developing the Plan and ensuring that environmental considerations were fully taken into account.

How have the needs of different user groups been met?

By ensuring that the consultation and path selection process has been stakeholder-led from the outset, the needs of, and issues relevant to different types of path user have been considered. These include: walkers, cyclists, horse riders, people with disabilities, commuters and local communities using paths to access local services and amenities. However, not all Core Paths can be suitable for all user groups. Rather, the system as a whole aims to make reasonable provision for each different type of use. The principle adopted has been that it will be a matter for individuals to make an assessment of the suitability of a particular path for their intended use. This approach is consistent with the principles of responsible access described in the Scottish Outdoor Access Code. The descriptive text that accompanies each of the paths is intended to assist users in making such an assessment.

Similarly, it has not been practicable to carry out a detailed accessibility 'audit' of the entire Core Path system. Since the Core Path system includes paths of varied character, location and condition, there are likely to be some existing features of individual paths that influence accessibility to some extent. Again, the path description is intended to help users make an initial assessment of the likely suitability of each path for their own use.

Responsible use of core paths is encouraged, following the three main principles of responsible access of the Scottish Outdoor Access Code:

- Respect the interests of other people: Be considerate, respect privacy and livelihoods, and the needs of those enjoying the outdoors.
- Care for the Environment: Look after the places you visit and enjoy. Care for wildlife and historic sites.
- Take responsibility for your own actions: The outdoors cannot be made risk-free for people exercising access rights; land managers should act with care for people's safety.

For further information on the Scottish Outdoor Access Code visit the website at <http://www.outdooraccess-scotland.com>

Addressing the needs of land managers

Land management interests have been taken into account during Plan preparation and significant effort was made to consult and agree plans with individual land managers where Core Paths were proposed on their land. The views of land managers have helped shape the extent of the Core Path system and it is hoped that where designated, Core Path status will assist with future management of access. The positive approach of land managers during the development of the plan has been extremely helpful and dialogue with land managers on Core Paths and wider access matters will continue.

Access to different types of places

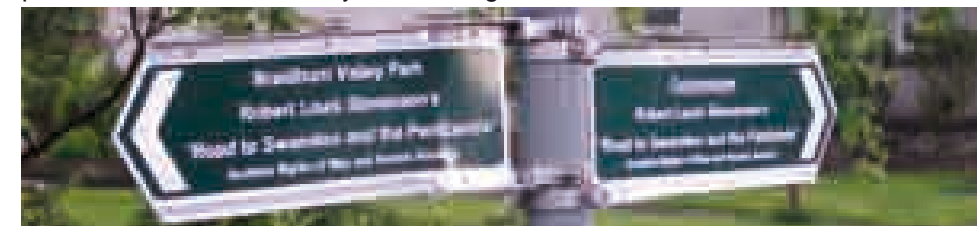
The consultation made it clear that people desire paths to help provide access to many different types of location from places of work, schools, hospitals and shops to tourist attractions, parks, open spaces and recreational facilities. The Core Paths Plan objectives reflect this and have ensured that paths are selected for their ability to provide this diversity of ready access. Each of the path maps provides information on features and places of interest.

Edinburgh's parks and greenspaces

The Core Paths Plan has considered the relative wealth of parks, gardens and greenspaces that exist in Edinburgh. The strategic links to greenspaces have been recognised and opportunities have been taken to raise awareness and encourage greater use of these resources, of both natural and historic importance, through the production of this plan.

Recognising designated sites and the importance of conserving biodiversity

During the preparation of this plan the importance of safeguarding the interests of designated sites such as the Firth of Forth Special Protection Area (SPA) has been recognised. Whilst there is strong support for opportunities to encourage people to enjoy the rich natural heritage in and around Edinburgh it is also crucial to make sure that sensitive and important habitats and wildlife such as that found along the Firth of Forth (the mudflats and rocky shores that support a diverse range of waders and wildfowl) is not being adversely affected. The duty now placed on public bodies to further the conservation of biodiversity means that any activity that contributes to the planning, development and maintenance of Core Paths should not result in disturbance to species and damage to habitats. The Core Paths Plan has therefore been formulated with the objectives of the Scottish Biodiversity Strategy firmly in mind, so whilst recognising the need to promote "greater engagement of people with biodiversity leading to more healthy, productive and enjoyable outdoor experiences, reduced stress and an increased sense of responsibility..." it has also recognised the importance of protecting the interests of designated areas and species on the Scottish Biodiversity List several of which, like the badger, otter, kingfisher, bullfinch and song thrush have been seen and heard alongside some of the most popular paths in and around the City of Edinburgh.



Suggestions not taken up now but which could be looked at in the future

There were a number of suggestions and ideas that came forward during the consultations which do not feature in the current system of Core Paths but have been noted for future consideration. These fell into two categories:

- New paths, or those with significant issues or physical barriers that would need further detailed planning and feasibility work before they could be carried forward.
- Those that are linked to future major developments (e.g. proposed housing and business development along the waterfront in the Leith Docks area) and that might become feasible as the development takes shape. In some cases these are already reflected in local plans.

These suggestions are shown on the maps as dashed grey lines which give an indication of opportunities for new routes. An overview can be seen on the map 'Edinburgh's Core Paths' on page 9. Where appropriate, a description of how these opportunities are being progressed is provided in the path descriptions.



How will Core Paths be managed and developed?

The City of Edinburgh Council already manages and maintains many of the paths highlighted in the Core Paths Plan. A range of Council services have, and will continue to have a key role in maintaining, developing and promoting Core Paths. These include:

- Local Neighbourhood Teams (Roads Services, Parks and Environmental Task Force);
- Edinburgh Countryside Ranger Service;
- Pentland Hills Ranger Service; and
- City Development Department – Transport.

Other paths are owned and managed by agencies or individual land owners. Existing arrangements for managing these paths will continue. Core Path status will not change the underlying ownership or management arrangements.

Management arrangements for the Core Path system will therefore depend on

a wide range of services, organisations and managers carrying out activities on different parts of the system in which they are involved. The aspiration is to work towards a situation where each Core Path is:

- safer;
- appropriately signposted;
- accessible; and
- well maintained.

The Core Paths Plan will also help inform local decisions about resource allocation for path maintenance and also development, whether in the form of Council service provision or attracting support from external funding agencies.

The Core Path system will be monitored on an ongoing basis for:

- capital investment;
- maintenance;
- environmental effects;
- known local access issues; and
- suggestions for future revisions of the Core Paths Plan.

Monitoring will form part of the wider monitoring and reporting arrangements for outdoor access in Edinburgh.

The City of Edinburgh Council will consult with the environmental regulators (i.e. Historic Scotland, SNH & SEPA) regarding the location and extent of signage in areas of environmental sensitivity and maintain a regular dialogue with them with regards to the implications of increased path usage for protected sites and features.

Future review

This is Edinburgh's first Core Paths Plan. It can be regarded as the start of a core paths planning *process* which will evolve in the years to come.

Monitoring will keep track of new developments, emerging opportunities and suggested amendments. The Plan will be formally reviewed at an appropriate frequency. It is anticipated that this first plan will remain in place for a period of not less than 5 years.



How to use this document

Edinburgh's 21 Core Paths are identified by a unique identifying number with the prefix 'CEC' and a descriptive name. There are network overviews on pages 8, 9 and 10 to show you where all the Core Paths lie in the City of Edinburgh Council area and how each path relates to the others. In the following section of this document the paths are described and mapped individually in numerical order. By consulting the overview map on page 9 you can find out what page to turn to to find out about the Core Path you are interested in.

Individual path maps have been designed to clearly show the path being described. To enable you to see how the path you are looking at links to others in the Core Paths network, all other paths are shown on the map as well, but to enable clarity a light grey 'mask' has been placed around the path being described to highlight it against the others. On-road sections of Core Paths are symbolised with a black outline, whereas the off-road sections have a black and white dashed outline, as below. Off-road sections may still be close to busy roads, such as paths that run parallel to busy roads like the A8.

- — — Off-road section
- ==== On-road section

Future potential path routes are marked with a broad, semi-transparent dashed line. It is important to bear in mind that these path routes are generalised indications of where paths could lie in the future and are not definitive routes. Please refer to the section titled 'Suggestions not taken up now but which could be looked at in the future' on page 6 for more about Future Potential paths.

- ■ ■ Future Potential

You'll also see we have another category of paths shown on the maps. These are 'Local Paths' symbolised by a thinner red semi-transparent line. This network of paths is based on the Scottish Paths Record and has been amended in response to the comments received during the Core Paths Consultation. This network of paths is provided as an indication of other non-Core Path local paths in the area and is not an exhaustive representation of all paths that exist on the ground.

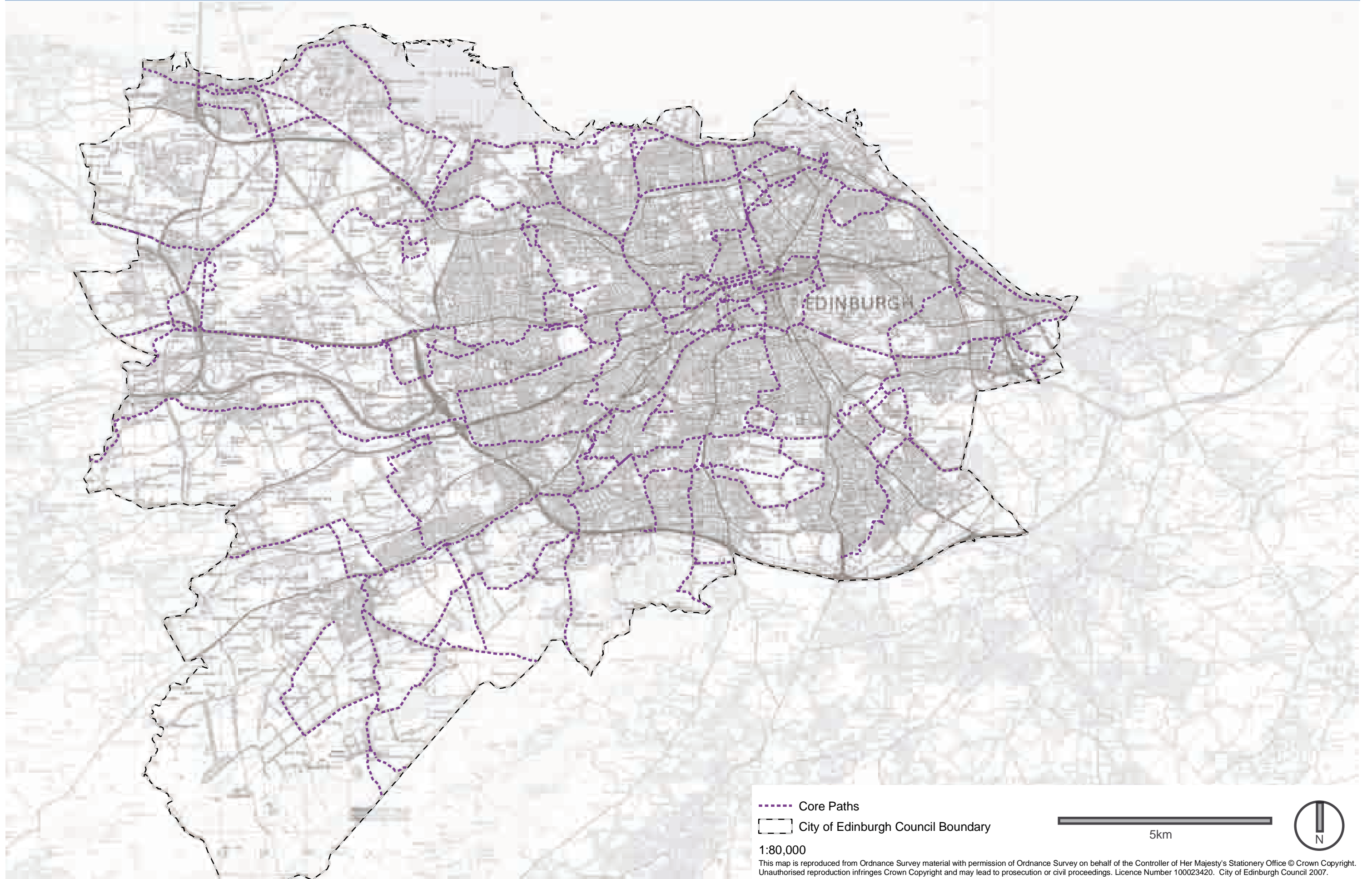
- Local Paths

Paths that continue onto paths in the neighbouring Local Authority areas are called Cross Boundary paths, and are symbolised with a dashed black line for the first few hundred metres outwith the City of Edinburgh Council area.

- Cross Boundary

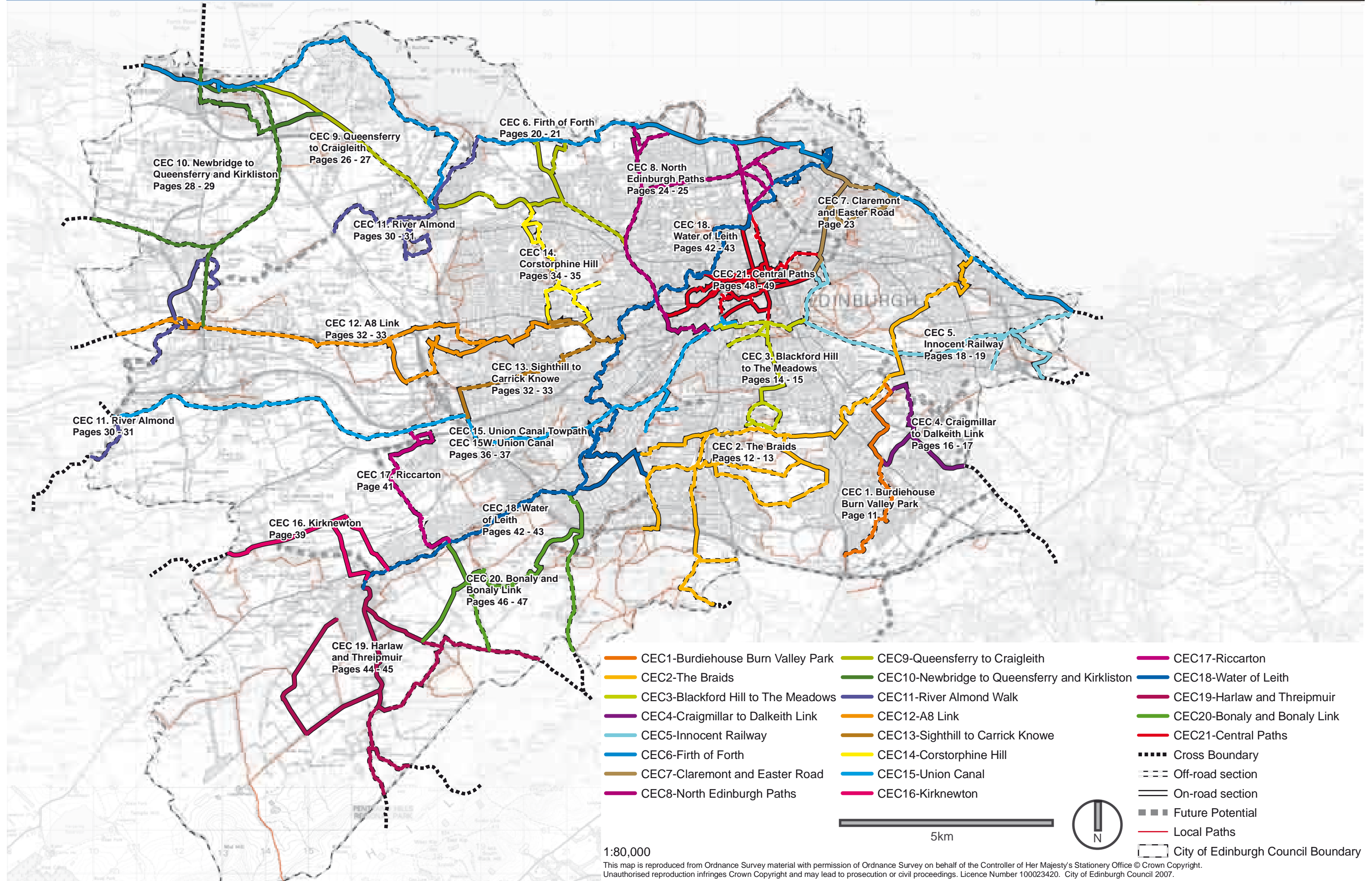
The base mapping used on the individual path maps in this document is Ordnance Survey 1:25,000 scale raster mapping which mirrors the OS 'Explorer' paper map series. Due to the varying lengths of the paths and the fixed size of the pages of this document the scale of some maps differs from 1:25,000, so please refer to the scale bar on each map.

EDINBURGH'S CORE PATHS SYSTEM



EDINBURGH'S CORE PATHS SYSTEM

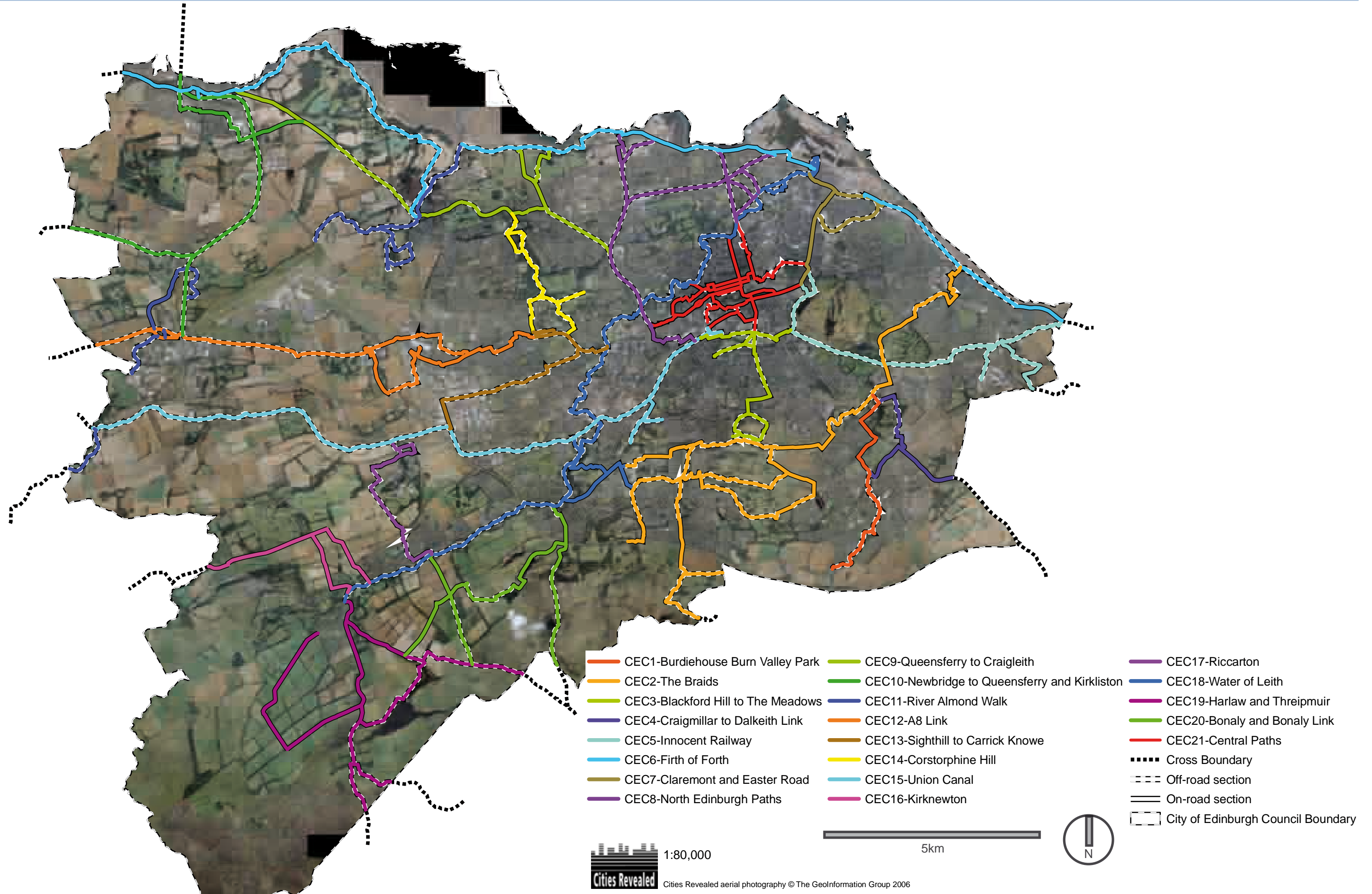
INDIVIDUAL CORE PATHS, LOCAL PATHS AND FUTURE OPPORTUNITIES



1:80,000

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AERIAL PHOTO OVERVIEW



CORE PATH CEC 1. BURDIEHOUSE BURN VALLEY PARK



PATH NAME: Burdiehouse Burn Valley Park
REFERENCE NUMBER: CEC 1.

ROUTE SUMMARY

This path runs from the A701 at Burdiehouse near the City of Edinburgh Bypass to the junction with the Braid Burn at Craigmillar.

KEY FACTS

Distance: 5.5km
Southern Node: A701 at Burdiehouse near the City of Edinburgh Bypass
Northern Node: Junction with Braid Burn path at Craigmillar
On road: Gilmerton Road, Kingston Avenue (quiet and tree lined), Old Dalkeith Road
Off road: Burdiehouse Burn Valley Park, Ellen's Glen, Craigmillar Castle Park
Connecting Core Paths: CEC2: The Braids, CEC4: Craigmillar to Dalkeith Link, CEC5: Innocent Railway

ROUTE DESCRIPTION

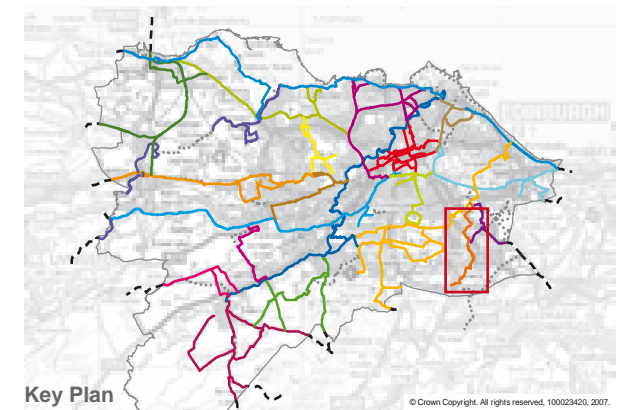
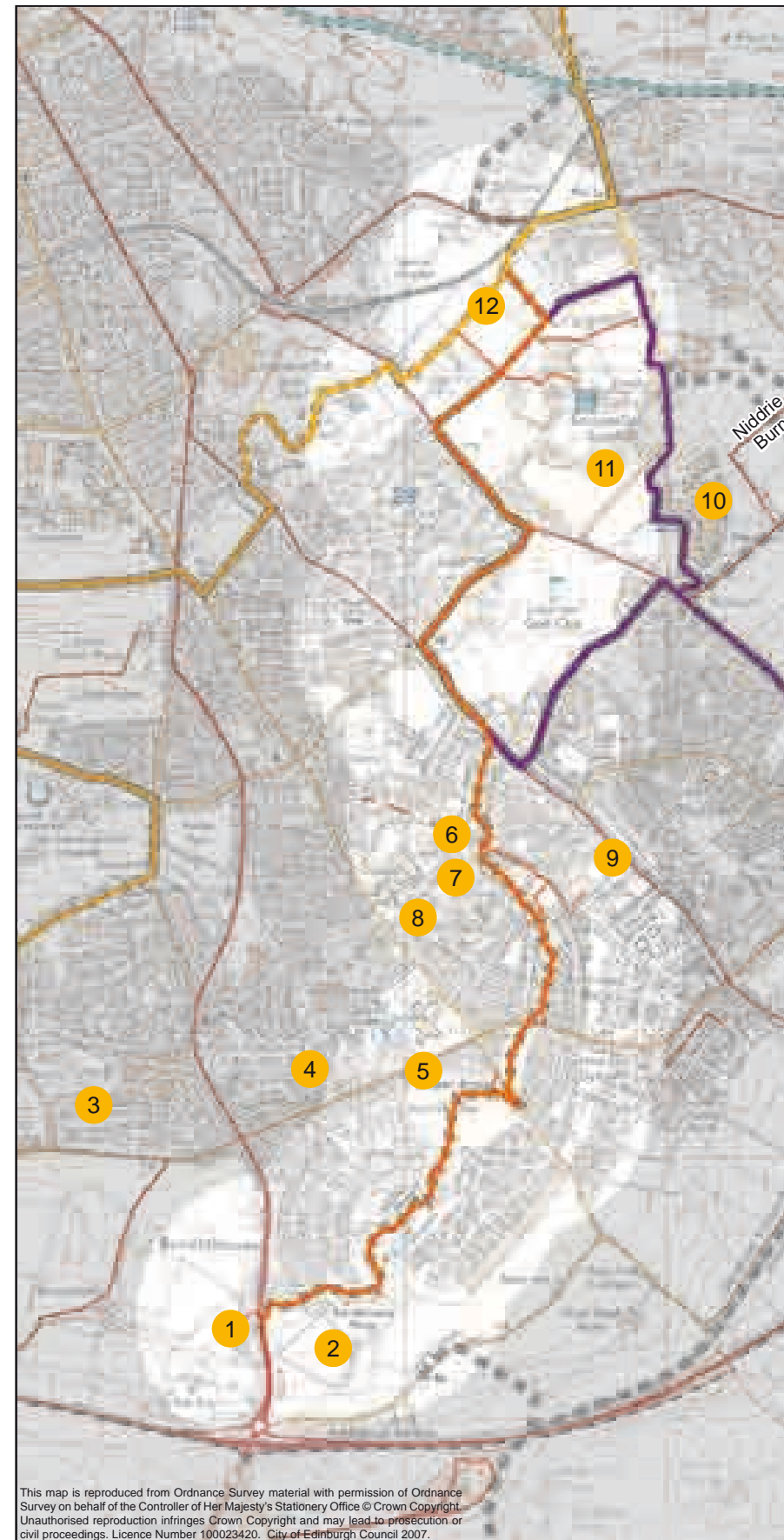
The Burdiehouse Burn flows from the Pentlands and becomes the Niddrie Burn before entering the Forth at Musselburgh. Beginning near Old Bordeaux, the path starts by Burdiehouse village (A701, Burdiehouse Road) at a carved stone sign for Burdiehouse Burn Valley Park. It follows the burn for about 3.5km. Disused limekilns are a notable feature up above the park, seen also when travelling along the A701 near the City of Edinburgh Bypass. Stone sculptures are located throughout the park. At the northern end of the valley park, before the Stenhouse Burn meets the Burdiehouse Burn, the area is known as Ellen's Glen, and is signed Moredun Wood (attractive gate). This is a semi-natural mature woodland. The path surface is variable, and in some places narrow, but the majority is surfaced. To reach Peffermill via Craigmillar from here, it is necessary to go north up Gilmerton Road (A722), past Liberton Golf Course on the quiet and leafy Kingston Avenue, to Old Dalkeith Road, and then into Craigmillar Castle Park. The path then merges with the Braids Path (CEC2) along Braid Burn and continues north past Peffermill to reach the Innocent Railway path.

OPPORTUNITIES

- It would be desirable to find a link from the southern end of Burdiehouse Burn Valley Park to Straiton Pond in Midlothian.
- Future development will provide a new link between Peffermill Industrial Estate and the Innocent Railway.

PATH FEATURES AND SURFACES

- Some sections are alongside busy 'A' roads.
- The road crossing between Burdiehouse Burn Valley Park and Old Bordeaux across the A701 requires care. There is a pedestrian crossing.
- The road crossing at Lasswade Road requires care as there is no pedestrian crossing.

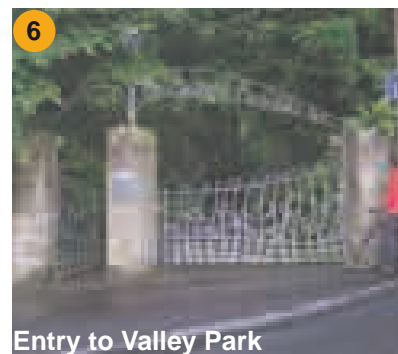


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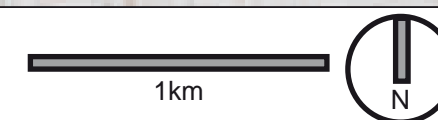
- CEC1-Burdiehouse Burn Valley Park
- - - Off-road section
- On-road section
- Other Core Paths**
- CEC2-The Braids
- CEC4-Craigmillar to Dalkeith Link
- CEC5-Innocent Railway
- Local Paths
- Future Potential
- 1 Landmark

LANDMARKS AND PLACES OF INTEREST

1. Burdiehouse Mains
2. Lime kilns
3. Mortonhall Crematorium, designed by Basil Spence in 1967
4. The Balm Well (St Catherine's or the Oily Well)
5. Burdiehouse Burn Valley Park (the name is said to derive from Bordeaux, a place where Mary Queen of Scots's retainers stayed in 1560)
6. Ellen's Glen, formerly known as Helen's Glen
7. Junction with Stenhouse Burn
8. Regis Fields estate
9. Supermarket on Gilmerton Road
10. New Edinburgh Royal Infirmary
11. Craigmillar Castle
12. Craigmillar Castle Park



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CEC 2. THE BRAIDS

PATH NAME: The Braids

REFERENCE NUMBER: CEC 2.

ROUTE SUMMARY

The Braids paths include:

- the Braid Burn (Braidburn Valley Park), from Dreghorn to Duddingston Loch, and along the Figgate Burn to Portobello waterfront;
- from Swanston Farm to Braidburn Valley Park;
- between Braidburn Valley Park and Blackford Quarry (The Hermitage) via Buckstone Snab viewpoint, and over Braid Hills Drive, down Howe Dean; and
- from Braid Road, via Mortonhall estate and Stanedykehead and then on road to Alnwickhill House, Liberton House and Tower Farm (riding stables).

KEY FACTS

Distance: Braid Burn 10km, Figgate Burn 3km, Swanston Farm to Blackford Quarry 5.5km, Braid Road via Stanedykehead to Braid Hills Drive 4.5km

Southern Node: Chucklie Knowe, Dreghorn Mains car park near Dreghorn Junction on the A720 on the City of Edinburgh Bypass (link into Pentlands paths)

Northern Node: Blackford Hill

Eastern Node: Portobello waterfront

On road: Dreghorn Link (busy but with a pavement); Swanston Road, Braid Road, Alnwickhill Road, Braid Hills Drive

Off road: Colinton Mains Park, Braidburn Valley Park, Hermitage of Braid, Inch Park, Fairmilehead Public Park, Braid Hills Golf Course, Howe Dean, Figgate Burn

Connecting Core Paths: CEC18: Water of Leith, CEC15: Union Canal, CEC3: Blackford Hill to the Meadows, CEC1: Burdiehouse Burn Valley Park, CEC5: Innocent Railway, CEC6: Firth of Forth

ROUTE DESCRIPTION

The Braid Burn flows from the Pentlands (Bonaly Burn and Howden Burn) to the sea at Portobello (Figgate Burn). The Braids core paths follow part of that route and include links into the Braid Hills. Beginning at Dreghorn Mains Car Park, from where there are links into the Pentlands Hills Regional Park (PHRP) path network, the route follows Dreghorn Link (road) to a steep path down to Colinton Mains Park (care required in road crossing), following the Braid Burn through to Braidburn Valley Park. Here the path is joined by a link from Swanston village car park (good links to Hillend and the Pentlands paths) via the steep and in places narrow Cockmylane. The route down Braidburn Valley Park follows Braid Burn, via the Morton Hall Tennis Club or the parallel Braidburn Terrace (road), to the Hermitage of Braid and continues to Blackford Quarry. Here in 1814 Louis Agassiz, a famous Swiss geologist, discovered volcanic rock showing striations which were caused by moving glaciers during the Ice Age and used this to demonstrate that Scotland's landscape was formed by moving glaciers. The quarry is now disused and sometimes used for rock climbing. Here a link joins in from Howe Dean, a steep surfaced narrow path down from Braid Hills Drive. This links to a route from Braidburn Valley Park over Buckstone Snab viewpoint, and another route round the south of The Braids from the quiet Braid Road, via Mortonhall estate, Stanedykehead (dramatic views of Arthur's Seat) and Alnwickhill Road to Braid Hills Drive. Rejoining the Braid Burn the route follows Blackford Glen Road and Doublehedges Road to a winding surfaced driveway through Inch Park, close to Cameron Toll Shopping Centre. After crossing Old Dalkeith Road the route passes through Craigmillar Castle Park to Niddrie Mains Road and joins the Innocent Railway Path near Duddingston Loch. There is a node into the Burdiehouse Burn Valley Park path at Peffermill (Craigmillar Castle Park). From Duddingston Loch the path passes Meadowfield on road and meets the Braid Burn just after crossing the A1. From here the Figgate Burn is followed, apart from a diversion over the railway, to the seafront at Portobello.

OPPORTUNITIES

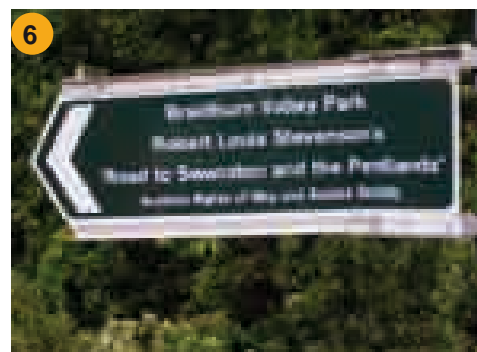
- Local paths link south-westwards along Braid Burn, through Dreghorn Woods, currently a very muddy path south of Laverockdale House, to Bonaly Tower and so onto the network of paths on the Pentlands. This has the potential for future upgrading, subject to negotiation with land owners, principally the MOD.
- Future development will provide improved linkage to the Innocent Railway via Peffermill Industrial Estate.

PATH FEATURES AND SURFACES

- Swanston Farm and Tower Farm are livery stables and care needs to be taken alongside horses, when using these local paths.
- The access to the car park at Dreghorn involves using the footway adjacent to the bypass slip road.
- Dreghorn Link (footpaths and some cycle lane) and the crossing over the bypass at Dreghorn Junction are busy with traffic.
- There are steep and occasionally narrow paths at Cockmylane, Colinton Mains and onto Buckstone Snab.
- Paths around The Braids are generally unsurfaced and steeper sections include steps.
- Some sections of these paths are alongside busy 'A' roads.
- Good links to the Pentland Hills Regional Park and The Grange are available.

LANDMARKS AND PLACES OF INTEREST

- | | |
|-------------------------------|----------------------------------|
| 1. St Mark's School | 12. Tower Farm Riding Stables |
| 2. Colinton | 13. Kirk Brae Recreation Ground |
| 3. Comiston Springs Reservoir | 14. Inch Park |
| 4. Cockmylane (steep slopes) | 15. Allotments at The Inch |
| 5. Fairmilehead Public Park | 16. Cameron Toll Shopping Centre |
| 6. Braidburn Valley Park | 17. Craigmillar Castle |
| 7. Buckstone Snab viewpoint | 18. Craigmillar Castle Park |
| 8. Hermitage of Braid | 19. Peffermill House |
| 9. Braid Hills Golf Course | 20. The Innocent Railway |
| 10. Blackford Quarry | 21. Duddingston Loch |
| 11. Liberton House | 22. Portobello seafront |



View to Arthur's Seat



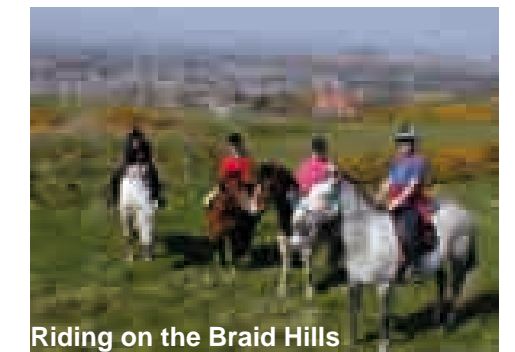
Stanedykehead



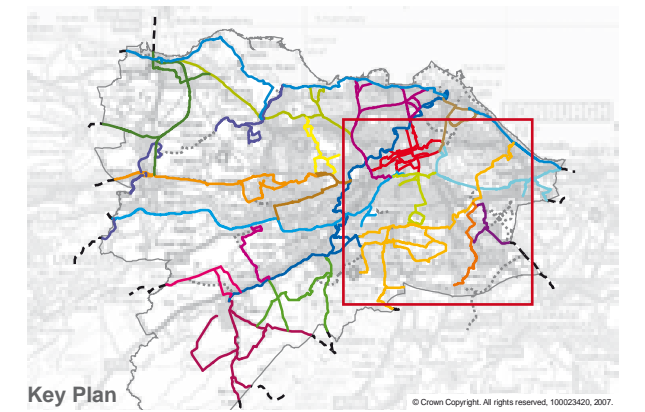
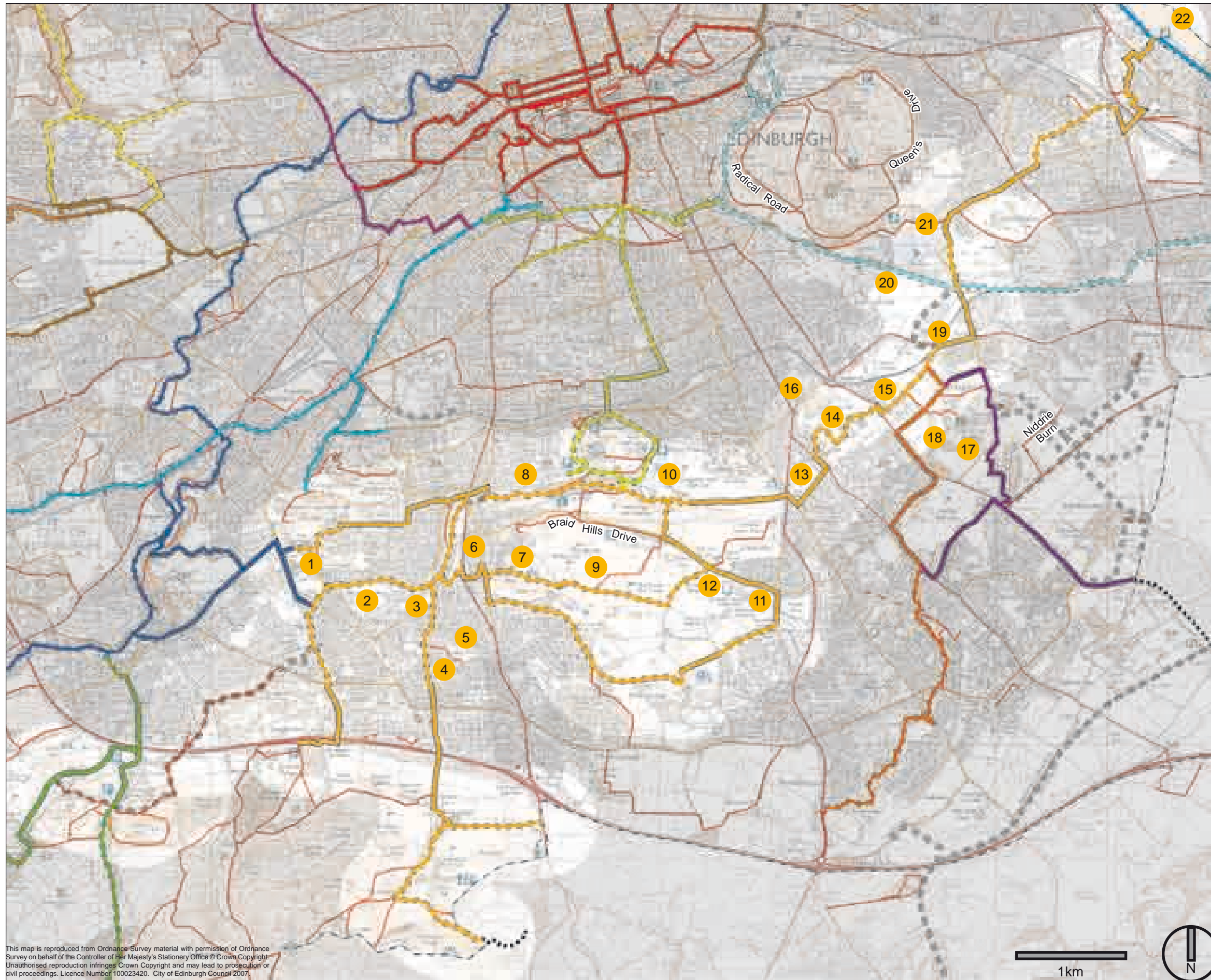
Braid Burn




















Hermitage of Braid Visitor Centre



Riding on the Braid Hills



KEY

-  CEC2-The Braids
-  Off-road section
-  On-road section
- Other Core Paths**
-  CEC1-Burdiehouse Burn Valley Park
-  CEC3-Blackford Hill to The Meadows
-  CEC4-Craigmillar to Dalkeith Link
-  CEC5-Innocent Railway
-  CEC8-North Edinburgh Paths
-  CEC13-Sighthill to Carrick Knowe
-  CEC14-Corstorphine Hill
-  CEC15-Union Canal
-  CEC18-Water of Leith
-  CEC21-Central Paths
-  Cross Boundary
-  Local Paths
-  Future Potential
-  Landmarks

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CEC 3. BLACKFORD HILL TO THE MEADOWS

PATH NAME: Blackford Hill to The Meadows
REFERENCE NUMBER: CEC 3.

ROUTE SUMMARY

This is a path from the Hermitage of Braid, round Blackford Hill, and through the Grange to The Meadows (West and East Meadow Park, via Middle Meadow Walk) and Teviot Place.

KEY FACTS

Distance: 8.5km

Southern Node: Hermitage of Braid

Northern Node: Teviot Place (end of Middle Meadow Walk)

On road: Quiet roads through The Grange (Oswald Road, St Alban's Road, St Thomas Road)

Off road: Lover's Loan alleyway, Blackford Road and The Meadows

Connecting Core Paths: CEC2: The Braids, CEC21: Central Paths

ROUTE DESCRIPTION

This path links the Braids, Blackford Hill (a Local Nature Reserve) and Meadow Park with the city centre. There are various ways around Blackford Hill via a network of unsurfaced paths to the east and west, and panoramic views of the city from the summit. The route to the west of the hill passes the allotments at Midmar Drive and Blackford Pond and exits into the Grange at Charterhall Road (care required in crossing). It then goes on road along Oswald Road, St Albans and St Thomas Roads and along the narrow alleyway between high stone walls known as Lover's Loan. This alleyway exits at Argyle Place. It is then possible to cross the Meadows (bike and pedestrian path separated) and join into the Central Paths (CEC21) at Teviot Place (near the University of Edinburgh city campus).

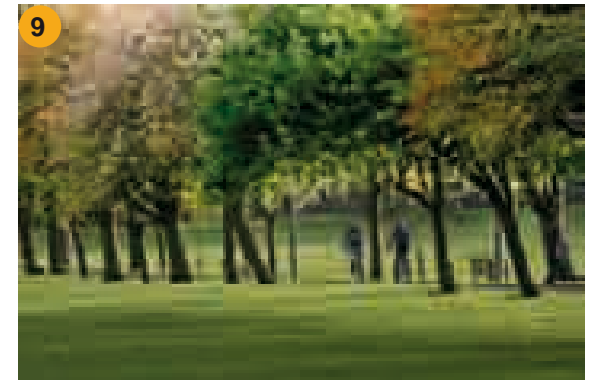
The Meadows path runs west - east linking the Union Canal at its start point to Holyrood Park and the Innocent Railway at St Leonard's Tunnel. It begins at the canal and passes up Lower Gilmore Place, across Bruntsfield Place (take care with traffic) and onto Valleyfield Street. It then crosses Melville Drive (take care with traffic) and passes onto The Meadows. The route follows the north side of the park, on a surfaced combined cycle and pedestrian route, but it is possible to cross this large flat area of open green space via a number of alternative routes, none of which involve any steps, although there are kerbs at road crossings. At Middle Meadow Walk it is possible to turn north towards the city centre or south towards Blackford Hill. At the eastern side of the park it is necessary to cross (with care) Clerk Street and to go along Montague Street, over St Leonard's Street, and onto St Leonard's Bank, which is the location of the start of St Leonard's Tunnel.

OPPORTUNITIES

- Links from the Grange path network to the University's King's Buildings can be achieved via the local road network.
- Links into the Union Canal could be achieved through the Astley Ainslie Hospital and the Royal Edinburgh Hospital, approximately following the South Suburban Railway.
- Similarly, links with the Union Canal can be made through West Meadow Park, Bruntsfield Links via Bruntsfield and Tollcross.
- Signage could assist in making the routes along city streets and the points where they link in with the Union Canal and the Innocent Railway clearer.
- New development will provide an improved link between the Lochrin Basin (Fountainbridge, Conference Centre, Rutland Square) and the city centre.
- Potential for links east to Peffermill.

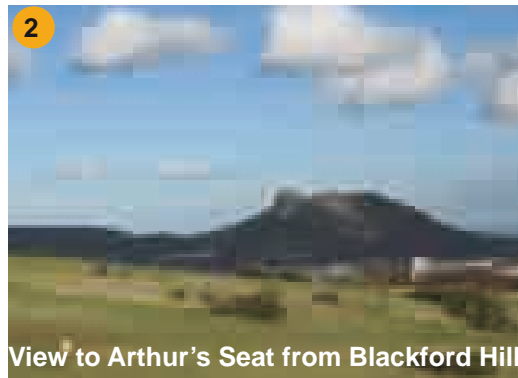
PATH FEATURES AND SURFACES

- Paths on Blackford Hill are generally unsurfaced and steeper sections include steps.
- Take care crossing The Meadows at night and keep to well lit paths.
- There are a number of main road crossings, where care is required and where it is necessary to negotiate kerbs, including those at Charterhall Road, Bruntsfield Place, Melville Drive, St Leonard's Street and Clerk Street.

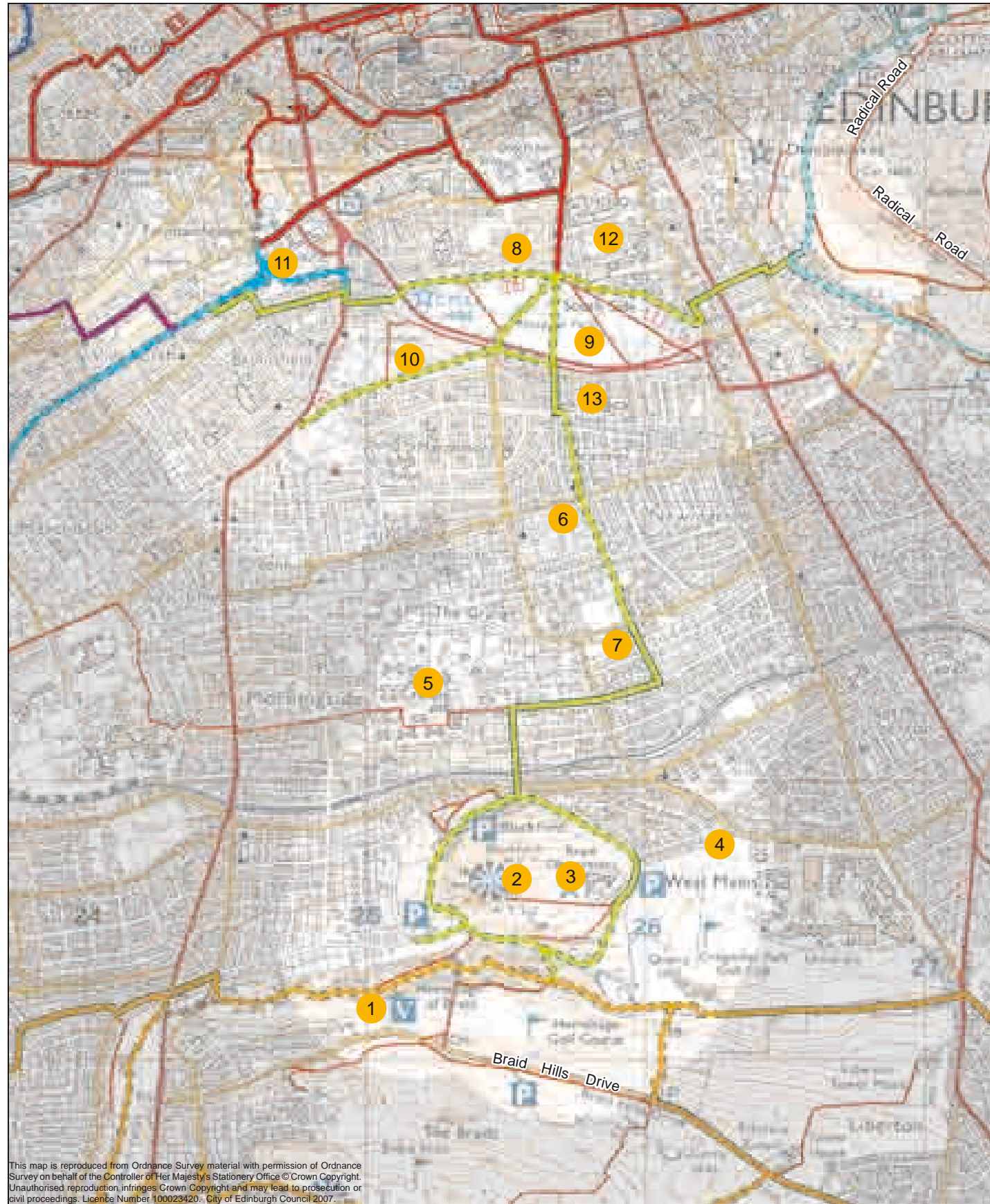




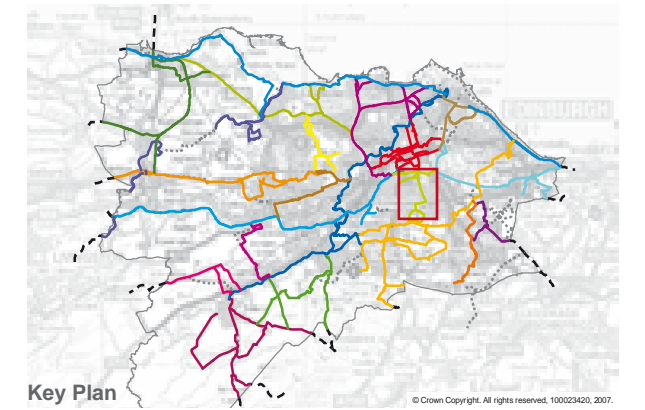
Lover's Loan



View to Arthur's Seat from Blackford Hill



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KEY

- CEC3-Blackford Hill to The Meadows
- Off-road section
- On-road section
- Other Core Paths**
- CEC2-The Braids
- CEC5-Innocent Railway
- CEC8-North Edinburgh Paths
- CEC15-Union Canal
- CEC21-Central Paths
- Local Paths
- Future Potential
- 1 Landmarks

LANDMARKS AND PLACES OF INTEREST

1. Hermitage of Braid
2. Blackford Hill
3. The Royal Observatory
4. Sandstone Archway
5. Astley Ainslie Hospital
6. Grange Cemetery
7. Lover's Loan
8. The Quatermile (former Royal Infirmary)
9. The Meadows Park
10. Bruntsfield Links
11. Union Canal
12. George Square
13. The Royal Hospital for Sick Children



CEC 4. CRAIGMILLAR TO DALKEITH LINK

PATH NAME: Craigmillar to Dalkeith Link
REFERENCE NUMBER: CEC 4.

ROUTE SUMMARY

This is a largely on road connecting route from Craigmillar to the city boundary, on the Old Dalkeith Road. The route spurs to connect to Ellen's Glen. It provides an onward connection to Dalkeith Country Park and National Cycle Network Route 1 in Midlothian.

KEY FACTS

Distance: 4.5km

Southern Node: City boundary at the Wisp providing onward connection to Dalkeith and the Penicuik to Musselburgh cycleway at Sheriffhall roundabout

Northern Node: Ellen's Glen and Craigmillar Castle

On road: A7, Moredunvale Road, Gilmerton Road

Off road: Craigmillar to Little France

Connecting Core Paths: CEC1: Burdiehouse Burn Valley Park

ROUTE DESCRIPTION

This route will primarily serve cyclists who wish to make a link between Dalkeith from National Cycle route NCN 1 to the city centre. It is mainly on road using cycle lanes and shared footpaths. Between Drum Wood and Sheriffhall Roundabout (A720) the route follows the boundary between the City of Edinburgh and Midlothian along the Old Dalkeith Road. It then joins Dalkeith Road as far as Little France. Care should be taken at Sheriffhall Roundabout as this is a busy road junction. At the Royal Infirmary the path splits into two spurs. One spur goes west to Ellen's Glen along Moredunvale Road and the other passes the Royal Infirmary and heads along the eastern side of Craigmillar Castle Park to Craigmillar.

OPPORTUNITIES

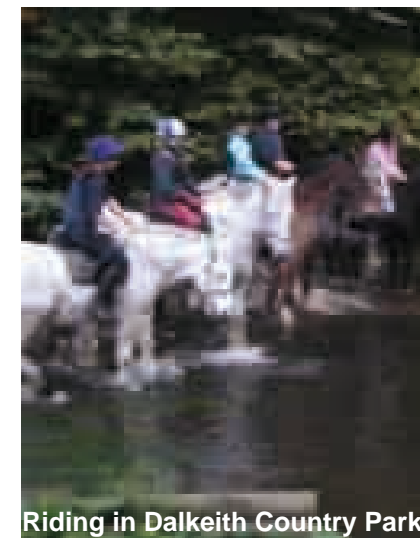
- A foot/cycle bridge over Sheriffhall Roundabout is proposed.
- There may be future potential to provide a link from Old Dalkeith Road, across the A720 to Loanhead using the disused railway line. This has been identified as a 'transport safeguard' in the Edinburgh City Local Plan.
- New links including off-road provision will be provided as development progresses in the Little France, Edmonstone, Niddrie area. This is identified in the Draft Edinburgh City Local Plan.

PATH FEATURES AND SURFACES

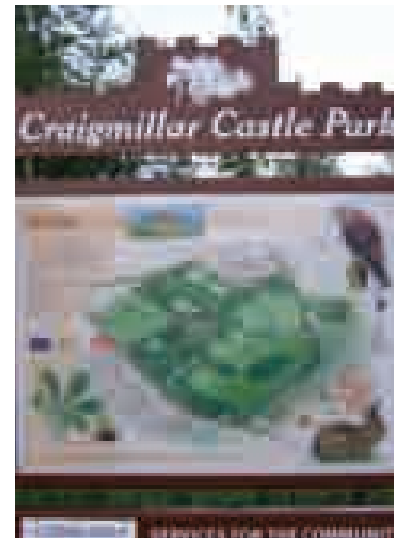
- Sealed off-road path between Craigmillar and the Royal Infirmary.
- Steps and steep gradient immediately to the north of the Royal Infirmary.
- Route follows footway and cycle lanes on the A7, Old Dalkeith Road.
- Continuing south to Dalkeith requires a busy crossing of the City Bypass at Sheriffhall roundabout.



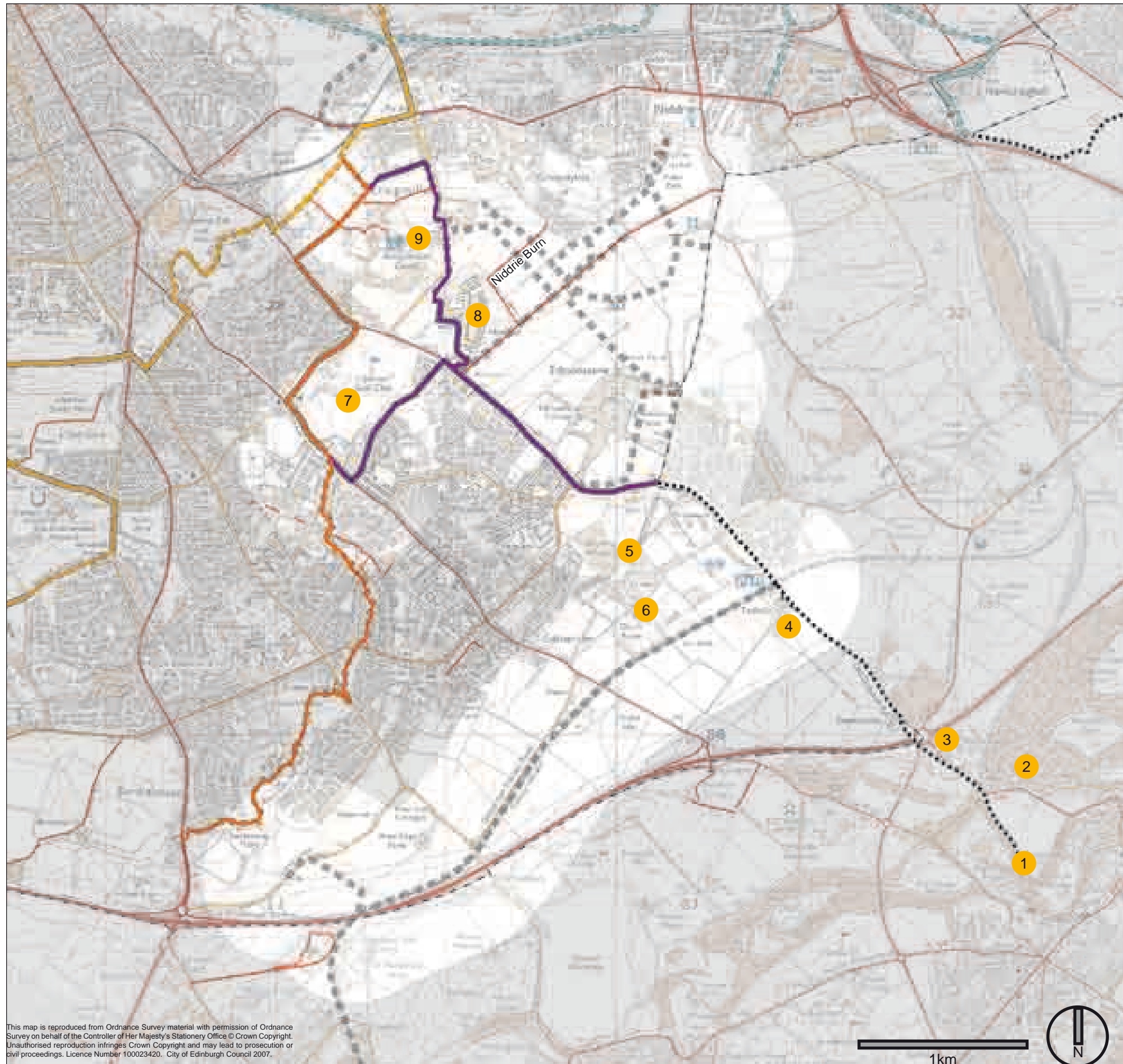
The Orangery in Dalkeith Country Park



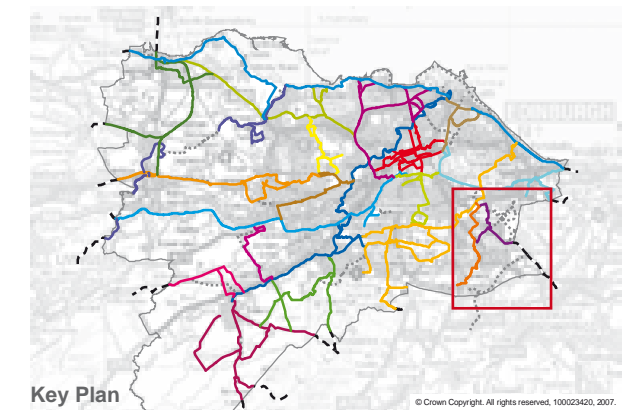
Riding in Dalkeith Country Park












Craigmillar Castle



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KEY

-  CEC4-Craigmillar to Dalkeith Link
-  Off-road section
-  On-road section
- Other Core Paths**
-  CEC1-Burdiehouse Burn Valley Park
-  CEC2-The Braids
-  Cross Boundary
-  Local Paths
-  Future Potential
-  Landmarks

LANDMARKS AND PLACES OF INTEREST

1. River North Esk
2. Dalkeith Country Park
3. Sheriffhall Dovecot
4. Todhills Park and Ride
5. Drum Wood
6. Drum Riding Centre for the Disabled
7. Liberton Golf Course
8. Edinburgh Royal Infirmary
9. Craigmillar Castle

CEC 5. INNOCENT RAILWAY

PATH NAME: Innocent Railway
REFERENCE NUMBER: CEC 5.

ROUTE SUMMARY

This is a path from Musselburgh, following the approximate route of the Brunstane Burn and Niddrie Burn to Duddingston Loch, St Leonard's and Dumbiedykes, and tying into the paths and roads that circle Holyrood Park. It also includes part of National Cycle Route NCN 1 out to Musselburgh Station via Newcraighall.

KEY FACTS

Distance: 12km

Eastern Node: Three end points where Brunstane Burn meets the A1, where Brunstane Burn enters the sea west of Musselburgh, and at the Firth of Forth Core Path near Portobello Promenade; also a spur to Musselburgh Station

Western Node: Palace of Holyrood House, Holyrood Park

On road: small sections only

Off road: NCN1, Brunstane Burn, Niddrie Burn, Innocent Railway, Holyrood Park. Sections of the route through Holyrood Park are segregated into parallel bike and pedestrian routes

Connecting Core Paths: CEC21: Central Paths, CEC7: Claremont and Easter Road, CEC3: Blackford Hill to the Meadows, CEC2: The Braids, CEC6: Firth of Forth

ROUTE DESCRIPTION

This route is reasonably well established and enables access from Musselburgh through to Holyrood Park and the city centre. From east to west, it begins at the sea where the Brunstane Burn flows into the sea. The burn is followed to the A199, where it becomes the Niddrie Burn, and part of NCN 1. A spur route joins beginning at Musselburgh Station, and passes along Mucklets Road and disused railway embankments through Newcraighall. This section also links into a number of local paths. There is also a short spur of cycletrack from Asda through Fort Kinnaird, joining the Niddrie Burn. Continuing westwards, the route follows the Niddrie Burn (connecting Burdiehouse Burn to Brunstane Burn over a length of 3.5km) and the disused Innocent Railway, to the south of Duddingston House. It passes south of Duddingston Loch and enters the Innocent Railway Tunnel, exiting near the Commonwealth Pool. The path from here is split between roadside hard surfaced cycle/running track, and an off road grassed alternative around the southern side of Arthur's Seat. The path ends near the Scottish Parliament, where it links in with the Central Paths up the Royal Mile, and out towards Easter Road.

OPPORTUNITIES

•Path developments in the south east of Edinburgh will be delivered in the future via the:

- Draft Edinburgh City Local Plan,
- Craigmillar Master Plan and
- Shawfair Local Plan.

•These developments will improve access through the South East Wedge (see also CEC 4).

•Improved signage and safety provision at the point where the Brunstane Burn path exits onto the A1 would be of benefit.

•Improved signage would make the route easier to follow towards the east, particularly around Newcraighall and the start of the Brunstane Burn path near Asda.

•Improved signing to the Innocent Railway Tunnel would make it easier to find.

•The path provides excellent access to the extensive system of well developed paths within Holyrood Park. This linkage could be further promoted.

•An improved link to CEC 2 and CEC 4 via Peffermill Industrial Estate will be provided through new development.

PATH FEATURES AND SURFACES

•The start of the Brunstane Burn path leaves the A1 from a narrow footpath near a road junction.

•There is a footbridge over the railway at Brunstane.

•Pedestrians and cyclists share the Innocent Railway Tunnel. Cyclists should cycle responsibly and pedestrians remain observant for passing cyclists.

•The link between the northern end of Innocent Railway Tunnel and the Meadows paths, near St Leonards, uses the footway and carriageway in this busy part of the city.

•Good links into East Lothian.

HISTORY

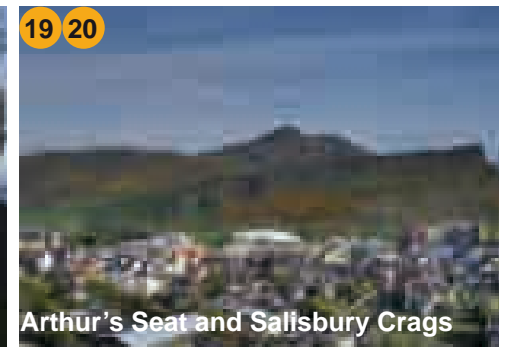
The Innocent Railway was built to transport coal from Dalkeith to Auld Reekie in 1831. It was the first railway line in Scotland. It was horse drawn and it's good safety record compared to steam-powered rail led to it's naming as the Innocent Railway.



22 Scottish Parliament



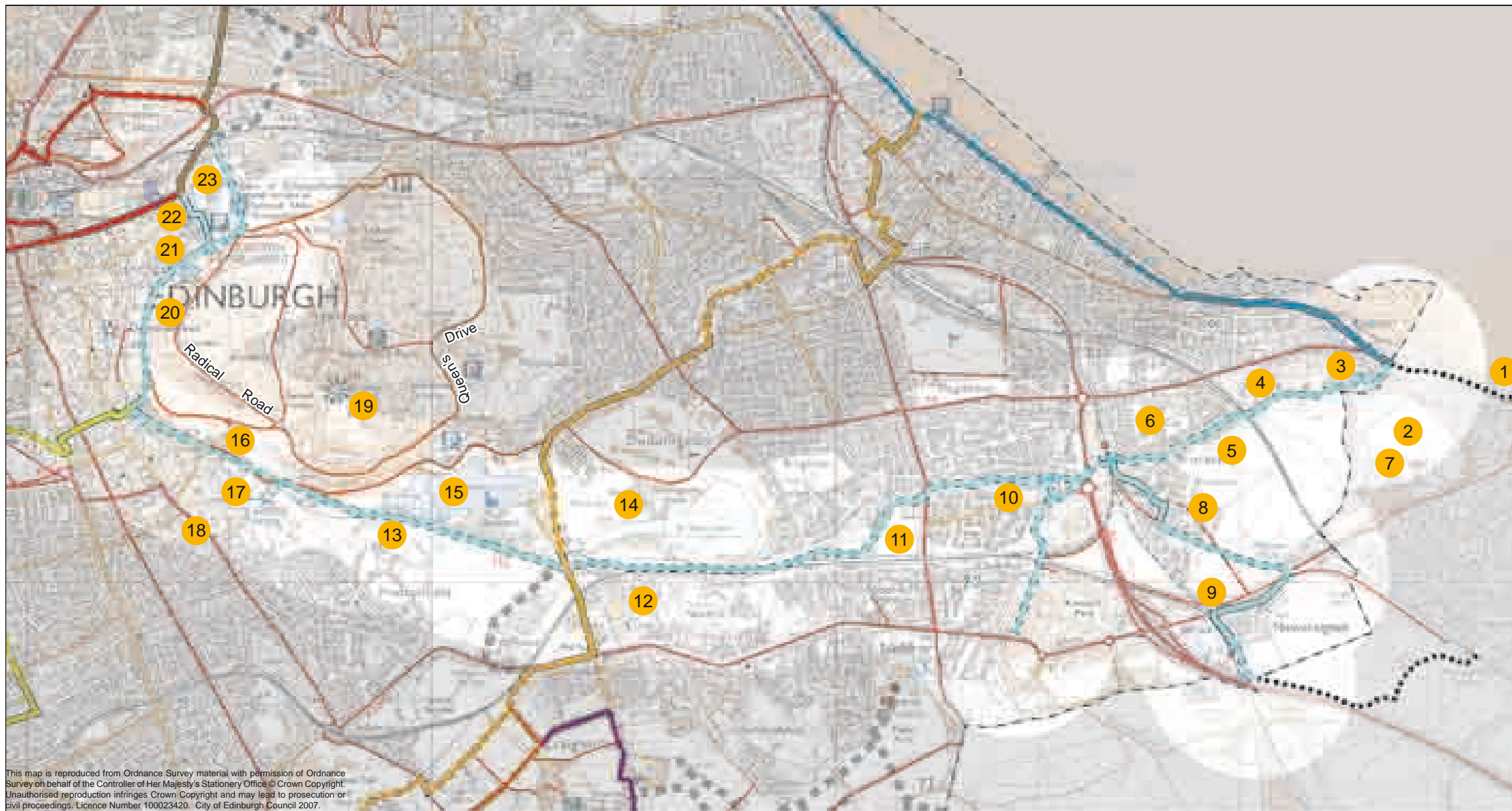
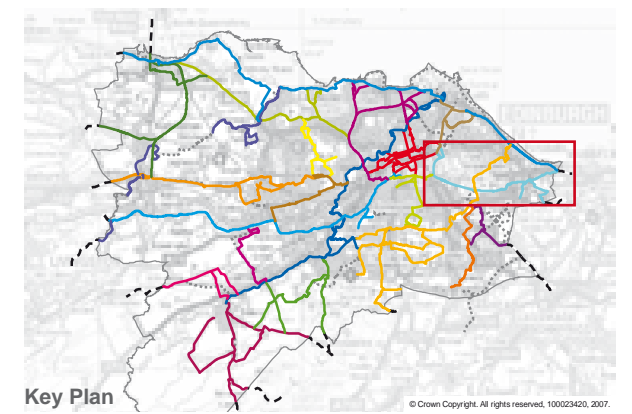
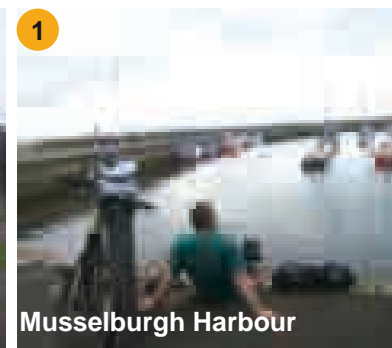
21 Dynamic Earth



19 20 Arthur's Seat and Salisbury Crag

LANDMARKS AND PLACES OF INTEREST

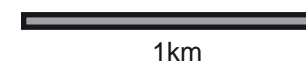
1. Musselburgh Harbour and Pier
2. Newhailes (National Trust For Scotland)
3. Brunstane Mills
4. Portobello Cemetery
5. Brunstane Burn
6. Jewel and Esk Valley College
7. Newhailes House
8. Brunstane House
9. Bridge - appeared in the film 'My Childhood'
10. Niddrie Burn
11. Shopping centre
12. Jewel Park
13. Innocent Railway
14. Duddingston House
15. Duddingston Loch and Bird Sanctuary
16. Samson's Ribs
17. Innocent Railway Tunnel (1830)
18. Commonwealth Pool
19. Arthur's Seat
20. Salisbury Crag
21. Dynamic Earth
22. The Scottish Parliament
23. Holyrood Palace



KEY

- CEC5-Innocent Railway
- Off-road section
- On-road section
- Other Core Paths**
- CEC1-Burdiehouse Burn Valley Park
- CEC2-The Braids
- CEC3-Blackford Hill to The Meadows
- CEC4-Craigmillar to Dalkeith Link
- CEC6-Firth of Forth
- CEC7-Claremont and Easter Road
- CEC21-Central Paths
- Cross Boundary
- Local Paths
- Future Potential
- 1 Landmarks

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CEC 6. FIRTH OF FORTH

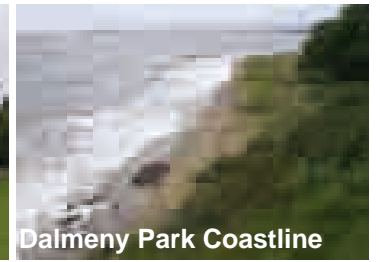
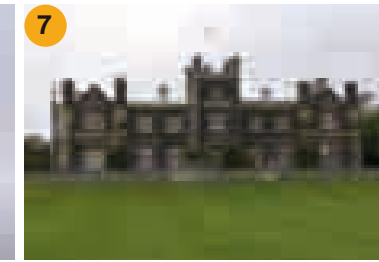
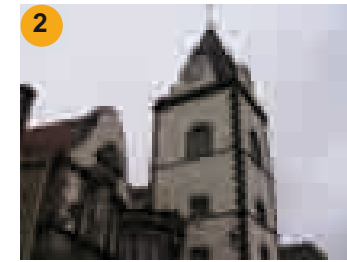
PATH NAME: Firth of Forth
REFERENCE NUMBER: CEC 6.

ROUTE SUMMARY

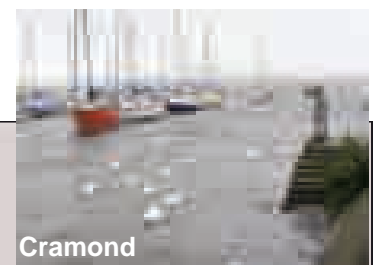
This is a long route which spans the northern edge of the City of Edinburgh following the coast as closely as possible, from Queensferry to Musselburgh. It has potential for links further west into Hopetoun House and the Round the Forth Cycle Route, and east into the Penicuik to Musselburgh Foot and Cycleway up the River Esk to Dalkeith Country Park.

KEY FACTS

Distance: 27km
Eastern Node: City boundary at Eastfield (west of Musselburgh)
Western Node: City boundary west of Port Edgar (East Shore Wood)
On road: section around Queensferry, Shore Road, West Harbour Road, Lower Granton Road, Starbank Road, Commercial Street, Seafield Road, Musselburgh Road
Off road: Dalmeny Estate, River Almond, Cramond, Portobello Promenade
Connecting Core Paths: CEC10: Newbridge to Queensferry and Kirkliston, CEC9: Queensferry to Craigleith, CEC11: River Almond, CEC8: North Edinburgh Paths, CEC18: Water of Leith, CEC7: Claremont and Easter Road, CEC5: Innocent Railway, CEC2: The Braids



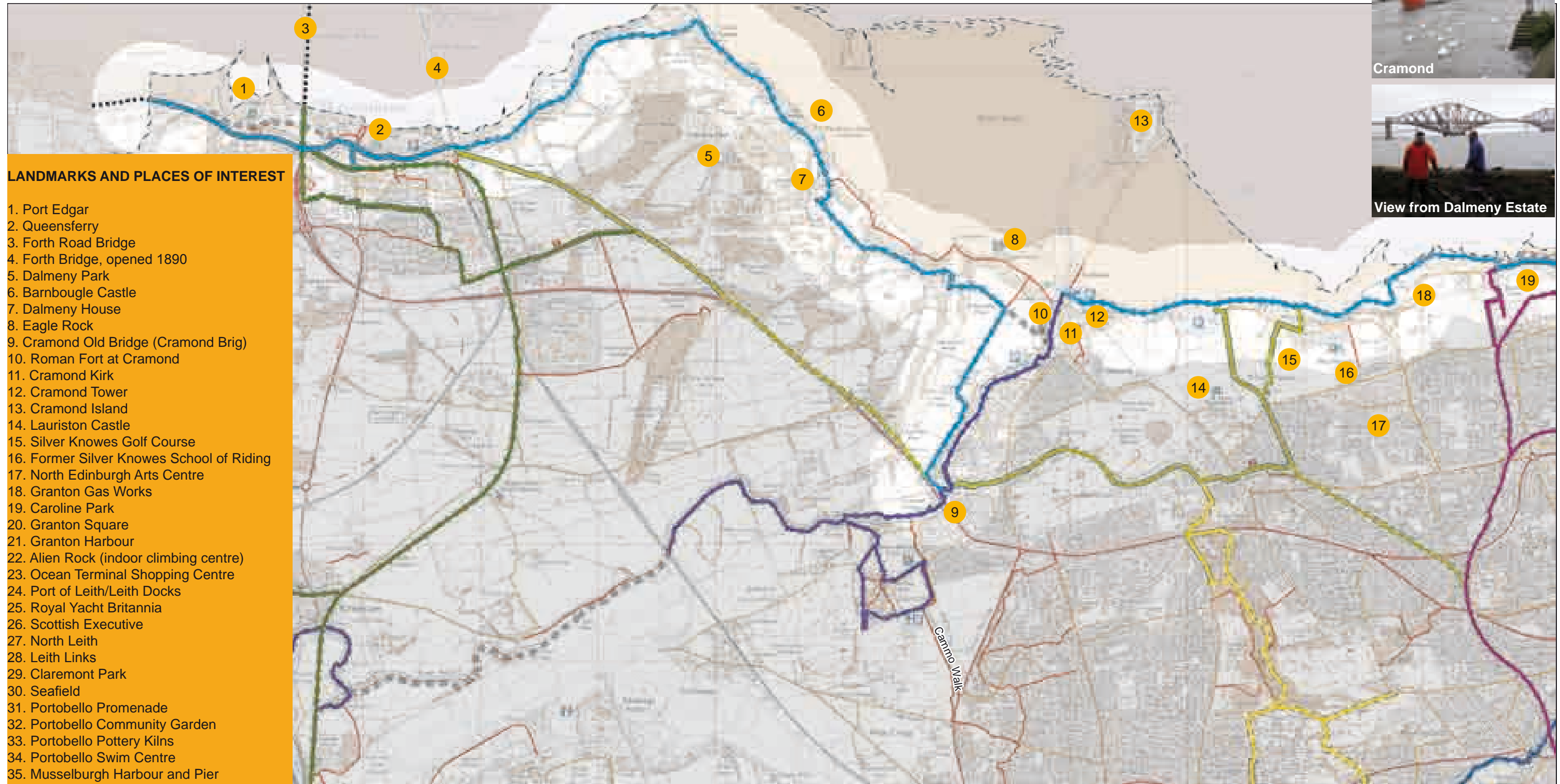
Dalmeny Park Coastline



Cramond



View from Dalmeny Estate



LANDMARKS AND PLACES OF INTEREST

1. Port Edgar
2. Queensferry
3. Forth Road Bridge
4. Forth Bridge, opened 1890
5. Dalmeny Park
6. Barnbogle Castle
7. Dalmeny House
8. Eagle Rock
9. Cramond Old Bridge (Cramond Brig)
10. Roman Fort at Cramond
11. Cramond Kirk
12. Cramond Tower
13. Cramond Island
14. Lauriston Castle
15. Silver Knowes Golf Course
16. Former Silver Knowes School of Riding
17. North Edinburgh Arts Centre
18. Granton Gas Works
19. Caroline Park
20. Granton Square
21. Granton Harbour
22. Alien Rock (indoor climbing centre)
23. Ocean Terminal Shopping Centre
24. Port of Leith/Leith Docks
25. Royal Yacht Britannia
26. Scottish Executive
27. North Leith
28. Leith Links
29. Claremont Park
30. Seafield
31. Portobello Promenade
32. Portobello Community Garden
33. Portobello Pottery Kilns
34. Portobello Swim Centre
35. Musselburgh Harbour and Pier

ROUTE DESCRIPTION

This route stretches from west to east and follows the coast of the Firth of Forth as far as possible.

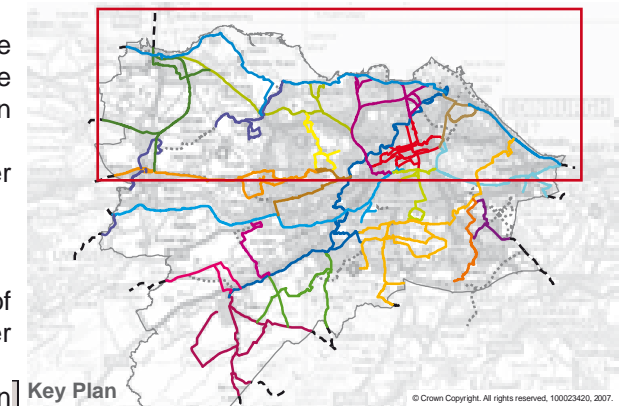
The path enters the City of Edinburgh area near Port Edgar at East Shore Wood, coming from the direction of Hopetoun House. It follows roads and then links into the route of the National Cycle Route NCN 76, linking in with the Newbridge to Queensferry path and cycleway along the disused railway in Queensferry. The route follows the shore on road until it passes under the Forth Bridges (links into North Queensferry and Kingdom of Fife Millennium Cycleways) where it leaves the road, following tracks and paths around the coastal edge of the Dalmeny Estate. Barnbogle Castle and Dalmeny House are passed. Near Eagle Rock, the route turns inland up the River Almond, to cross it by the Cramond Old Bridge. It then returns north alongside the River Almond on CEC8 (some sections have steps) to the Forth at Cramond. The route continues off road along a promenade, past Lauriston Castle and Silverknowes to Granton Harbour. Here it joins Shore Road and then Starbank Road. From here eastwards through Newhaven and Leith, the route presently follows the A199, but it is hoped further off road sections will be provided as Granton Harbour and the Port of Leith are redeveloped. The route leaves Seafield Road to follow Portobello Promenade through to Musselburgh Road (take care with traffic). From here there are links into East Lothian and the River Esk.

OPPORTUNITIES

- A route through Port Edgar will be provided as part of the future redevelopment of the site.
- A River Almond crossing has been suggested to replace the former ferry service at Cramond. An initial feasibility study has been carried out by the South East Scotland Transport Partnership. This may be progressed further subject to further feasibility work and agreement with interested parties
- There is a local link between the Forth route and the North Edinburgh Paths near Caroline Park, but the exit onto the Forth route is difficult to find (steps and a steep, informal ramp). This area is being redeveloped. Some refinement and sign posting in this area would assist.
- Clear links to the River Esk and Penicuik to Musselburgh Foot and Cycle Path are desirable.
- The 'Edinburgh Waterfront Promenade' is a Planning led initiative to deliver an integrated coastal promenade along Edinburgh's waterfront. Delivery will depend largely on the re-development of sites such as Granton Harbour and Leith Docks. This project is long term and aims to result in significant improvement to coastal access. Improved routes will be incorporated into future revisions of the Core Paths Plan as they are delivered.

PATH FEATURES AND SURFACES

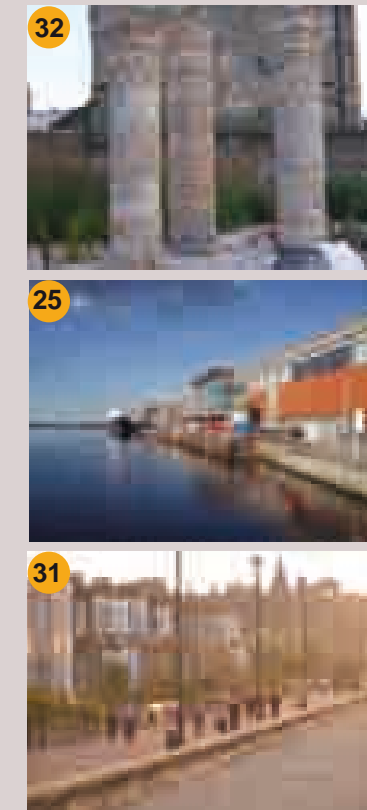
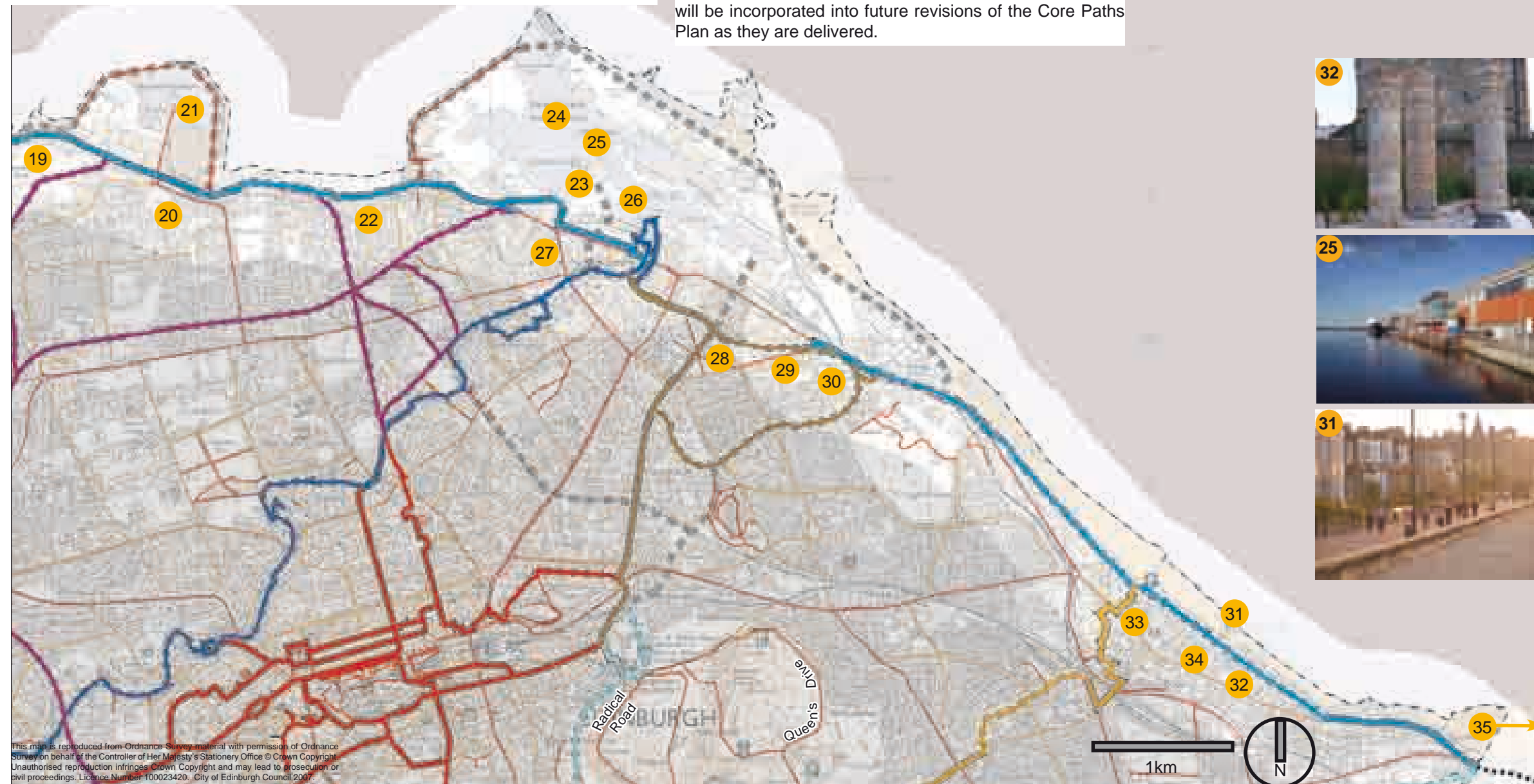
- Completion of links through Port Edgar will be subject to future redevelopment proposals for the site. For the time being use the quiet on road section of National Cycle Route NCN 76.
- Steps and muddy sections occur along the River Almond Walk.
- Access to Cramond Island is tidal so take care.
- Traffic on on-road sections requires care.
- There is ongoing development work in the vicinity of Leith Docks – changes will continue and will deliver improved access.
- The Firth of Forth is a European Special Protection Area for birds (SPA). Avoid disturbance and keep dogs under control.
- The section from Cramond Brig to Queensferry has been recently upgraded.
- Dalmeny is a working estate. Please avoid disturbing livestock and follow local advice in relation to land management operations.



Key Plan

KEY

- CEC6-Firth of Forth
- - - Off-road section
- On-road section
- Other Core Paths**
- CEC2-The Braids
- CEC5-Innocent Railway
- CEC7-Claremont and Easter Road
- CEC8-North Edinburgh Paths
- CEC9-Queensferry to Craigleith
- CEC10-Newbridge to Queensferry and Kirkliston
- CEC11-River Almond Walk
- CEC14-Corstorphine Hill
- CEC18-Water of Leith
- CEC21-Central Paths
- Cross Boundary
- Local Paths
- ■ ■ Future Potential
- 1 Landmarks



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CORE PATH CEC 7. CLAREMONT AND EASTER ROAD



PATH NAME: Claremont and Easter Road
REFERENCE NUMBER: CEC 7.

ROUTE SUMMARY

This is a short section of path from Seafield Cemetery, where it links into the Firth of Forth route at Seafield Road, through to Easter Road and hence to the Central paths. It is described here together with Easter Road. The section which passes through Claremont Park is included in the description of the Firth of Forth route, as it is continuous with this.

KEY FACTS

Distance: 6km
Eastern Node: Seafield Cemetery and Seafield Road
Western Node: Easter Road, and up to London Road
On road: Easter Road to London Road
Off road: Claremont Link
Connecting Core Paths: CEC6: Firth of Forth, CEC21: Central Paths, CEC18: Water of Leith, CEC5: Innocent Railway

ROUTE DESCRIPTION

This short linking section of path begins at the Water of Leith. From here it is on road to reach Leith Links and Seafield Cemetery. The path follows from Seafield Cemetery to Easter Road, and then runs along Easter Road southwards to London Road. It enables access to the Firth of Forth routes, Portobello to the east and the city centre to the south. It can also be followed as a short circular walk when included together with the path section alongside Claremont Park and Links Gardens. Although Easter Road is busy and quite narrow, its pavements provide an alternative route to the parallel and busier Leith Walk, with links into paths around Calton Hill and Holyrood Park.

OPPORTUNITIES

- Alternatives to the link between Claremont and Arthur's Seat have been suggested around Lochend (the 'Lochend Butterfly') using disused railway lines. Part of the Lochend Butterfly site has been redeveloped for houses and access is possible down Lochend Park, as far as the railway.
- Off road alternatives or improvements to Easter Road would be beneficial.
- There are two future potential links in this area, firstly from Holyrood Palace to Lochend and secondly from Lochend to Beaverbank and the Water of Leith.
- The disused railway lines have been identified as a 'transport safeguard' in the City Local Plan and opportunities for path development may be realised as development proposals are progressed.

PATH FEATURES AND SURFACES

- The route uses the footway and carriageway on Easter Road.
- The loop from Leith Academy to Claremont uses an off-road track which is a combination of sealed and whin surfacing. It can become muddy in places during wet weather. There are some steps leading to Claremont Park.



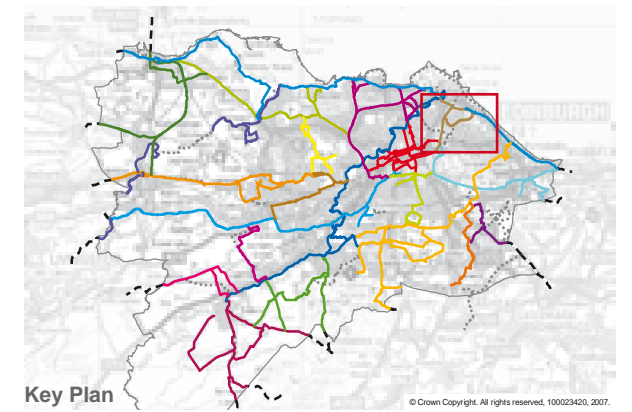
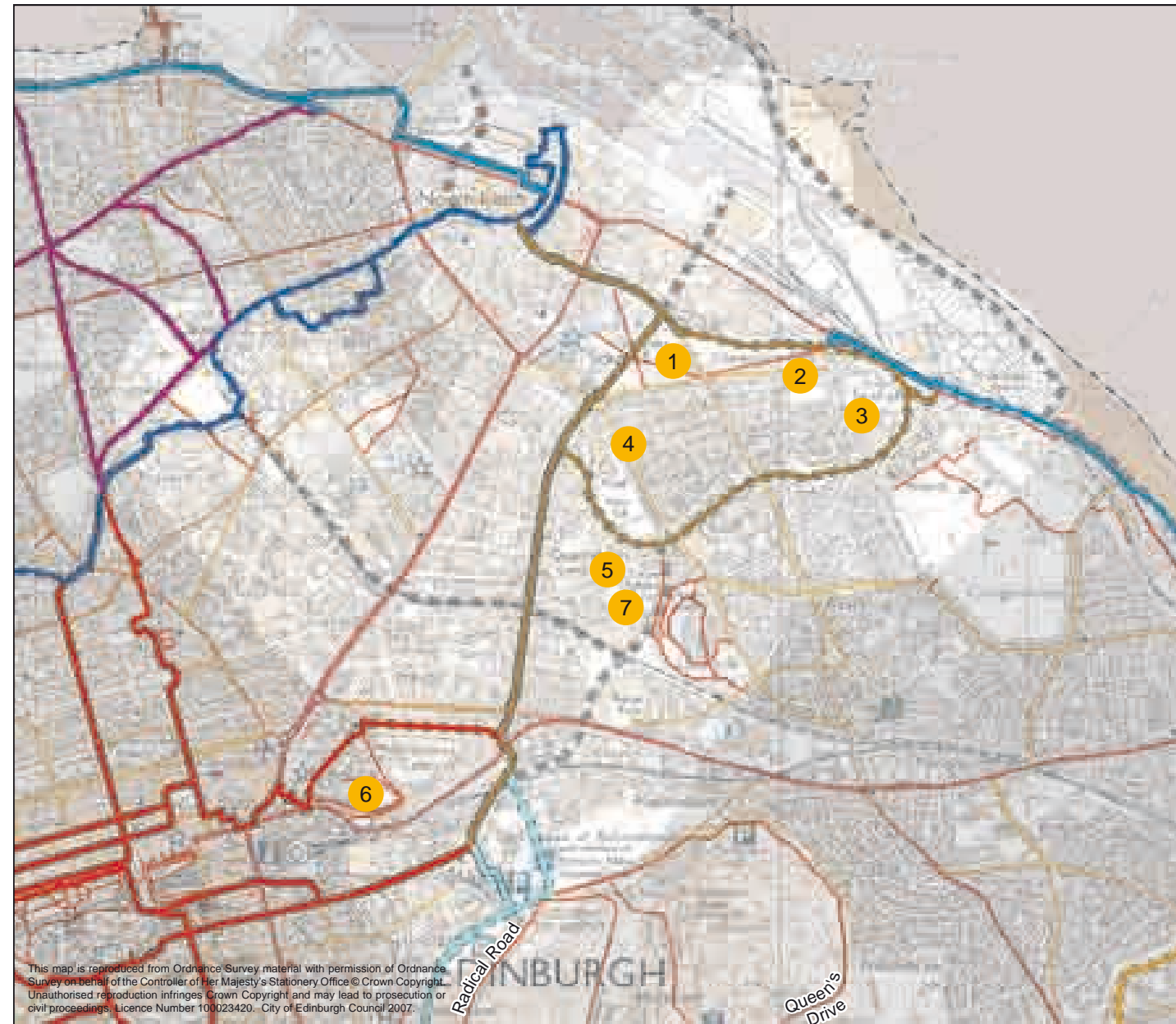
Leith Links



Easter Road



Calton Hill



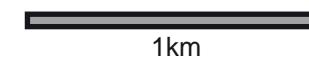
Key Plan

KEY

- CEC7-Claremont and Easter Road
- - - Off-road section
- On-road section
- Other Core Paths**
- CEC5-Innocent Railway
- CEC6-Firth of Forth
- CEC8-North Edinburgh Paths
- CEC18-Water of Leith
- CEC21-Central Paths
- Local Paths
- ■ ■ Future Potential
- 1 Landmarks

LANDMARKS AND PLACES OF INTEREST

1. Leith Links
2. Claremont Park
3. Seafield Cemetery
4. Leith Academy
5. Eastern Cemetery
6. Calton Hill
7. Easter Road Stadium



1km



CEC 8. NORTH EDINBURGH PATHS

PATH NAME: North Edinburgh Paths
REFERENCE NUMBER: CEC 8.

ROUTE SUMMARY

This is a network of paths with several branches from Newhaven, Granton to Pilton, Water of Leith near Bonnington to Trinity (The Victoria Path), the Roseburn Corridor, Pilton to Roseburn, and short sections at Trinity and Goldenacre.

KEY FACTS

Distance: 15.5km

Northern Nodes: Newhaven Place, Granton Square, with links into the Forth route, and Bonnington, with links into the Water of Leith

Southern Node: Roseburn, with links into the Central Paths via Haymarket

On road: none

Off road: on disused railway tracks

Connecting Core Paths: CEC6: Firth of Forth, CEC9: Queensferry to Craigeith, CEC18: Water of Leith, CEC21: Central Paths, CEC15: Union Canal

ROUTE DESCRIPTION

This path has several branches, all of which follow disused railway lines, opened in the late 1870's and closed in the early 1960's. Following closure of the railway the tracks were lifted and the routes became cycle and walking paths.

- From Newhaven to Pilton the path runs broadly parallel to the A902 Ferry Road, in a green corridor of vegetation following the old railway route. There are various hidden accesses onto the route from the Newhaven Road. It passes Ainslie Park Leisure Centre;
- From Granton to Pilton the route passes a local path to Bonnington and near Caroline Park.
- From the Water of Leith near Bonnington to Trinity, a short section known as the Victoria Path passes through Victoria Park and south past Steadfastgate, with its superb city views, before joining onto the Warriston Path leading to Warriston Cemetery.
- From Pilton to Roseburn, a longer section of path known as the Roseburn Corridor passes Craigeith Retail Park and the Scottish National Gallery of Modern Art.
- From Lower Granton Road (Trinity) through to Canonmills (Broughton Road), the northern section is known as the Trinity Path and the southern section as Goldenacre Path.

OPPORTUNITIES

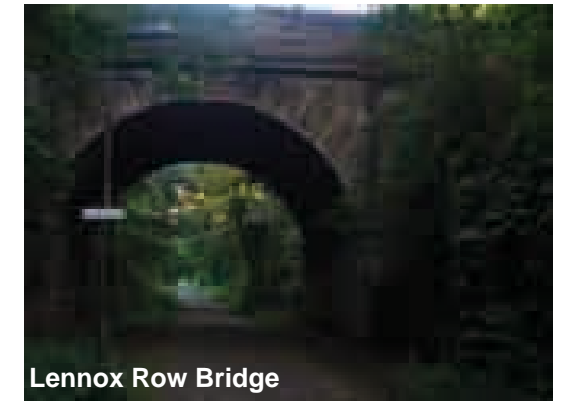
- These paths are already developed but, being disused railway lines, may at some point be proposed for new rail or tram development. The Roseburn Corridor is already planned to be used for the second phase of the Edinburgh Tram Project. If this goes ahead pedestrian and cycle access will be maintained alongside the tramway.

PATH FEATURES AND SURFACES

- All routes are largely flat and surfaced, but some of the access points onto them involve ramps or steps.
- There is a long tunnel section near Granton.



Roseburn Corridor



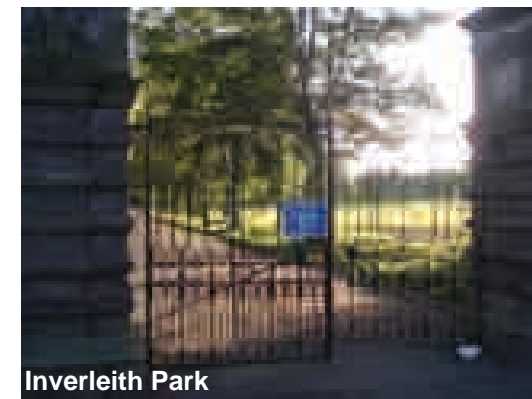
Lennox Row Bridge



Roseburn Path



Roseburn Corridor



Inverleith Park



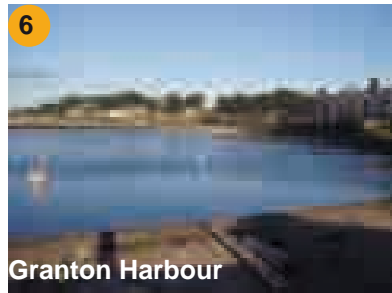
Views to Pentlands



Tunnel



Roseburn Corridor



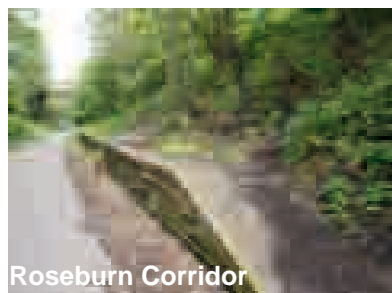
Granton Harbour



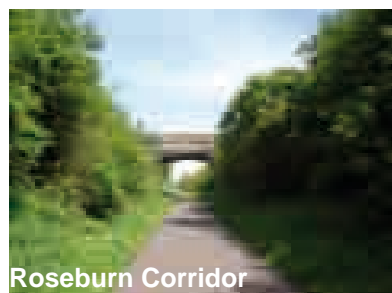
Botanic Garden East Gate



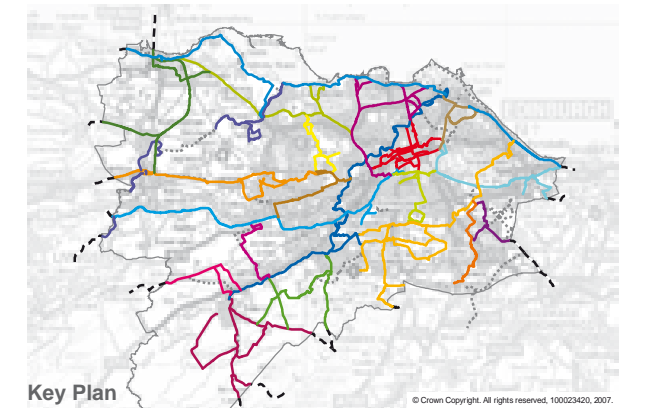
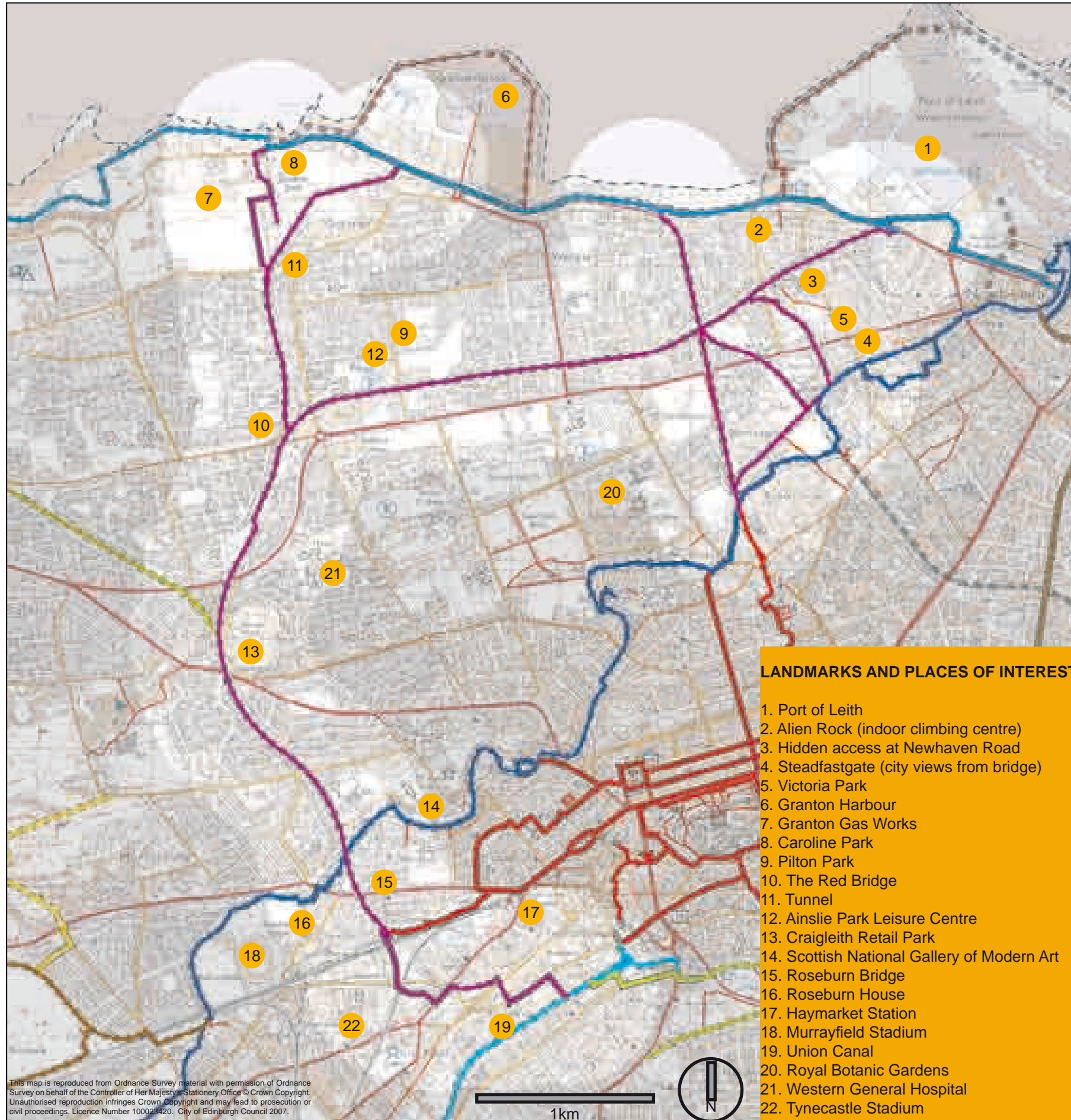
Botanic Garden West Gate



Roseburn Corridor



Roseburn Corridor



Key Plan

KEY

- CEC8-North Edinburgh Paths
- - - Off-road section
- On-road section
- Other Core Paths**
- CEC3-Blackford Hill to The Meadows
- CEC6-Firth of Forth
- CEC9-Queensferry to Craighleith
- CEC13-Sighthill to Carrick Knowe
- CEC14-Corstorphine Hill
- CEC15-Union Canal
- CEC18-Water of Leith
- CEC21-Central Paths
- Local Paths
- Future Potential
- 1 Landmarks

LANDMARKS AND PLACES OF INTEREST

1. Port of Leith
2. Alien Rock (indoor climbing centre)
3. Hidden access at Newhaven Road
4. Steadfastgate (city views from bridge)
5. Victoria Park
6. Granton Harbour
7. Granton Gas Works
8. Caroline Park
9. Pilton Park
10. The Red Bridge
11. Tunnel
12. Ainslie Park Leisure Centre
13. Craighleith Retail Park
14. Scottish National Gallery of Modern Art
15. Roseburn Bridge
16. Roseburn House
17. Haymarket Station
18. Murrayfield Stadium
19. Union Canal
20. Royal Botanic Gardens
21. Western General Hospital
22. Tynecastle Stadium

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CORE PATH CEC 9. QUEENSFERRY TO CRAIGLEITH

PATH NAME: Queensferry to Craigleith
REFERENCE NUMBER: CEC 9.

ROUTE SUMMARY

This is a route from Queensferry, via Barnton to Craigleith, where it links in with the North Edinburgh Paths, on into the city centre or down to Leith. The western sections are predominantly on road.

KEY FACTS

Distance: 13km

Western Node: Queensferry, tying in with the Forth routes

Eastern Node: Craigleith, tying in with the North Edinburgh Paths

On road: B924, A90 Queensferry Road, Brae Park Road, Barnton Avenue West, Barnton Avenue

Off road: disused railway from Silverknowes to Craigleith Retail Park

Connecting Core Paths: CEC10: Newbridge to Queensferry and Kirkliston, CEC6: Firth of Forth, CEC11: River Almond, CEC14: Corstorphine Hill, CEC8: North Edinburgh Paths

ROUTE DESCRIPTION

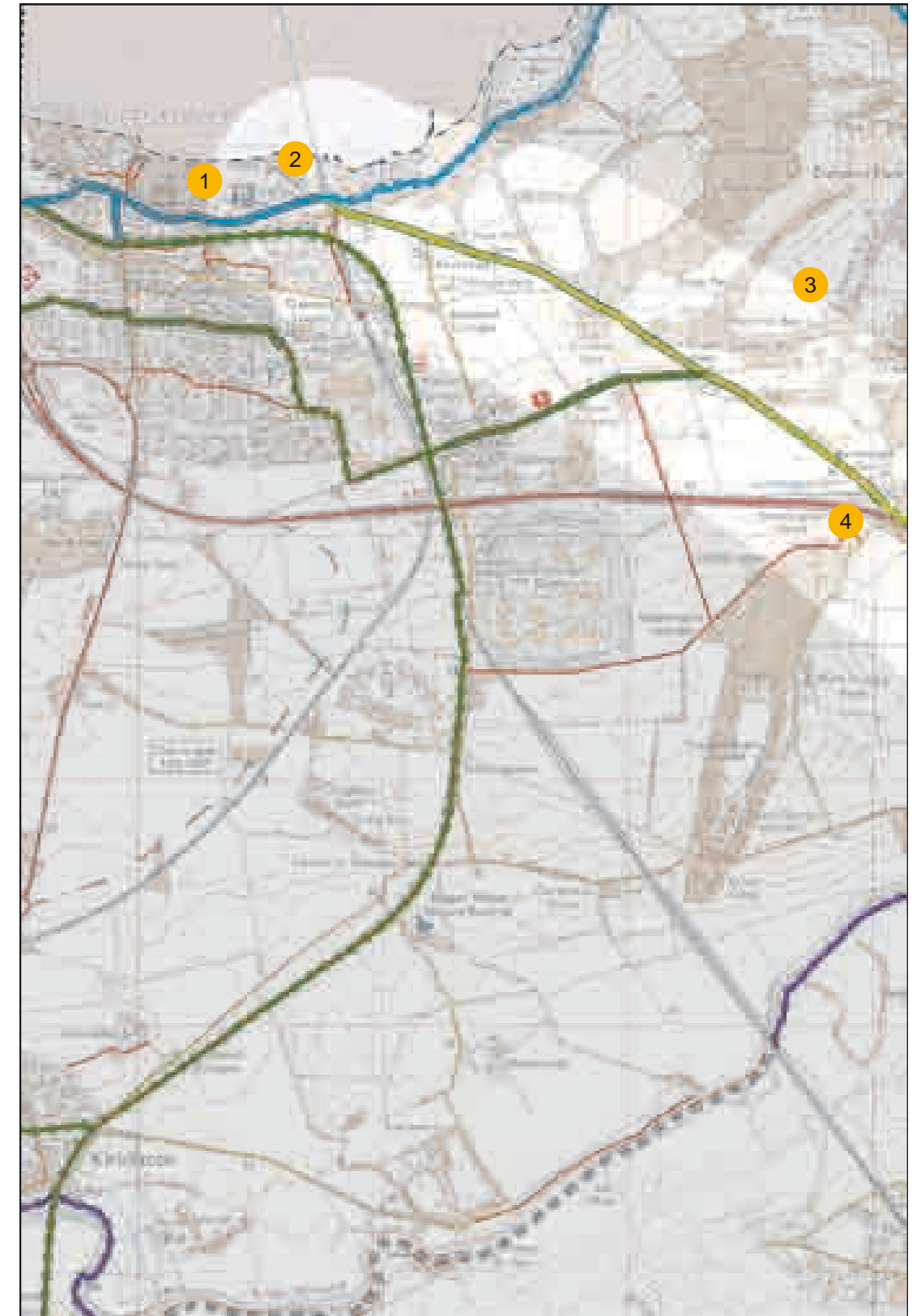
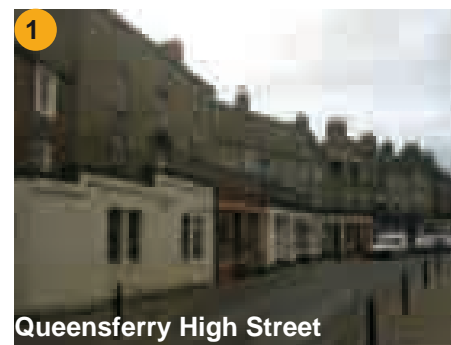
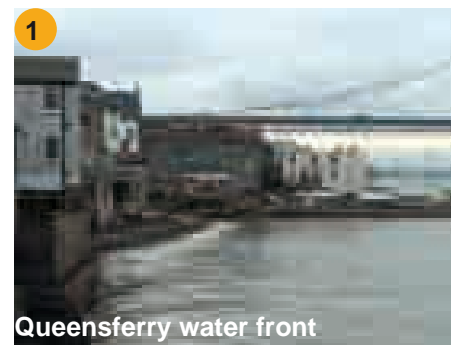
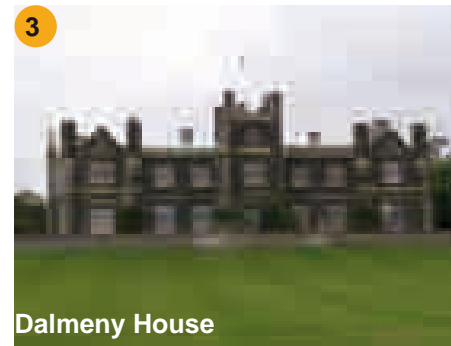
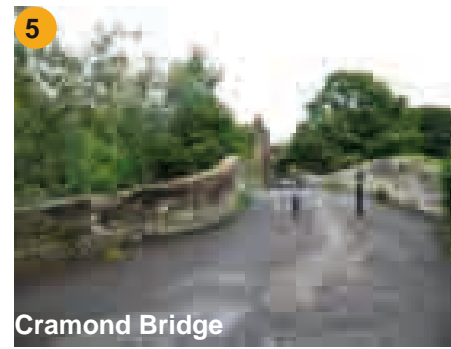
This route will predominantly appeal to cyclists who wish to enter Edinburgh avoiding long sections of the Queensferry Road, using quieter roads and, towards the city centre, a disused railway line. There are off road cycle paths alongside the busy A90, and sections of quieter minor roads. The route follows the B924 from Queensferry along the edge of Dalmeny Park. It then runs parallel to the A90 dual carriageway, on a separated cycleway and using local roads around New Burnshot. At Grotto Bridge a section of path leads south to a loop around Cammo Estate Park, a council owned park with wildlife-rich woodland walks featuring some interesting species of tree and the ruins of a house and formal pond. At Cramond Old Bridge it follows Brae Park Road, then Barnton Avenue West and Barnton Avenue through Barnton Park and Golf Course. Near Davidson's Mains it follows a disused railway through to Craigleith Retail Park.

OPPORTUNITIES

- Some of this route is on road, albeit on parallel cycle paths or quieter roads.
- An off-road alternative is available following the coastal path through Dalmeny Estate from Cramond Bridge to Queensferry (see CEC 6 Firth of Forth). This route has recently been upgraded.

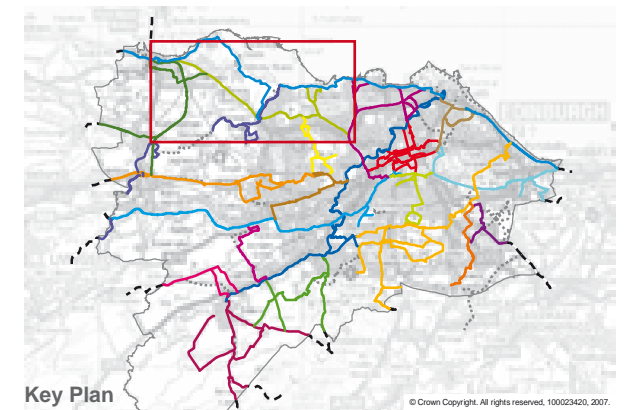
PATH FEATURES AND SURFACES

- The route is largely surfaced and without steps or steep gradients.
- The path by the A90 near Burnshot is narrow in places.





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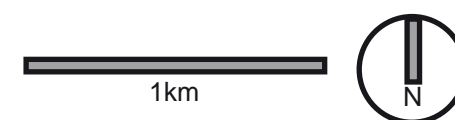


KEY

- CEC9-Queensferry to Craigleith
- Off-road section
- On-road section
- Other Core Paths**
- CEC6-Firth of Forth
- CEC8-North Edinburgh Paths
- CEC10-Newbridge to Queensferry and Kirkliston
- CEC11-River Almond Walk
- CEC14-Corstorphine Hill
- Local Paths
- Future Potential
- Landmarks

LANDMARKS AND PLACES OF INTEREST

1. Queensferry
2. Forth Bridge
3. Dalmeny Park
4. Dolphington House
5. Cammo Estate
6. Cramond Old Bridge (Cramond Brig)
7. Barnton Park and Golf Course
8. Lauriston Castle
9. Craigleith Retail Park



CEC 10. NEWBRIDGE TO QUEENSFERRY AND KIRKLISTON

PATH NAME: Newbridge to Queensferry Cycleway and Kirkliston

REFERENCE NUMBER: CEC 10.

ROUTE SUMMARY

This path follows a disused railway from Newbridge, via Kirkliston and Dalmeny Station to Queensferry.

KEY FACTS

Distance: 15km, including the spur from Winchburgh, and additional National Cycle Network route in Queensferry

Southern Node: Newbridge and a link in with the A8 at Newbridge roundabout, plus a spur route from Winchburgh, entering the city council area via a bridge over the M9

Northern Node: Queensferry

On road: The B9080 between Winchburgh and Kirkliston; a short section of road near the Queen Elizabeth Yard

Off road: The disused railway is all off road

Connecting Core Paths: CEC6: Firth of Forth, CEC9: Queensferry to Craigleith, CEC11: River Almond, CEC12: A8 Link

ROUTE DESCRIPTION

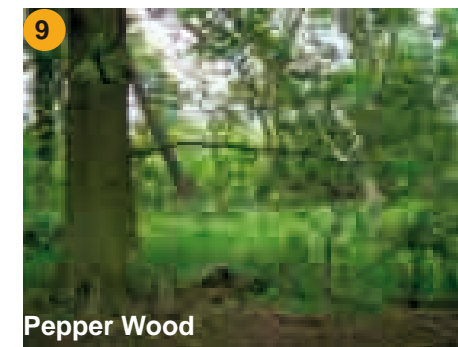
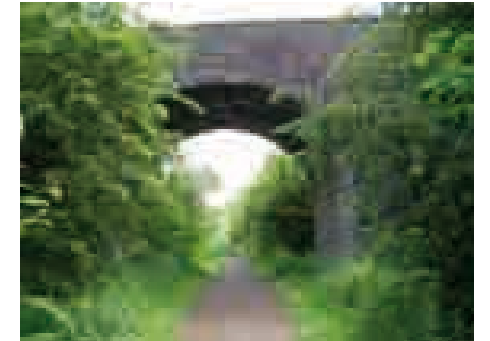
The disused railway follows a sweeping curve from Newbridge via Kirkliston to Queensferry. It is predominantly level, but with an informal surface which can become muddy in wet weather. There is a ramped footbridge at Newbridge over the roundabout. The route crosses the River Almond south of Kirkliston and continues north east to Carlowrie. North of the Queen Elizabeth Yard it follows a road before rejoining the old railway at Dalmeny, which it follows to Queensferry, where it links in with the Firth of Forth route, and across the Forth Road Bridge to Fife. A link in from Winchburgh joins at Kirkliston, passing along the B9080, south of the Humble Reservoir. There are also links into the NCN route on quiet roads and paths through Queensferry.

OPPORTUNITIES

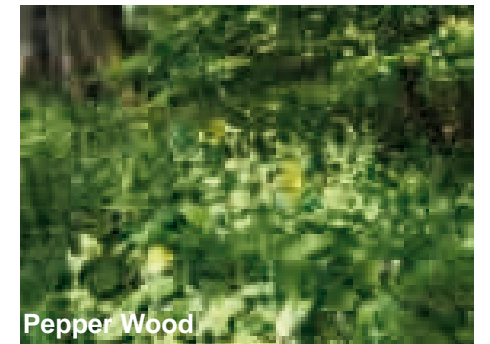
- Clearer identification at the start of the route in Queensferry would make it easier to find.
- The north to south links to and from the cycle path at Queensferry and Dalmeny could be improved. The Friends of Ferry Glen will be working with the Edinburgh & Lothians Greenspace Trust and the City of Edinburgh Council to identify and carry out access and woodland improvements in the Back Braes area adjacent to the cycle path.

PATH FEATURES AND SURFACES

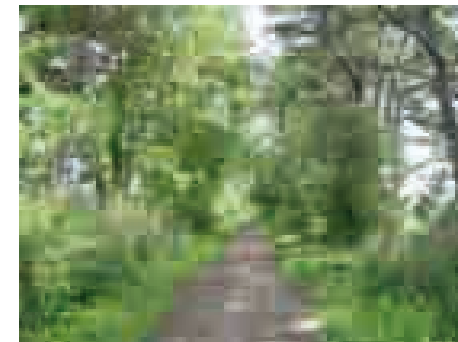
- The majority of the route is on old disused rail lines so gradients are gentle and the path is well surfaced.
- There is a short flight of steps south of the A90.



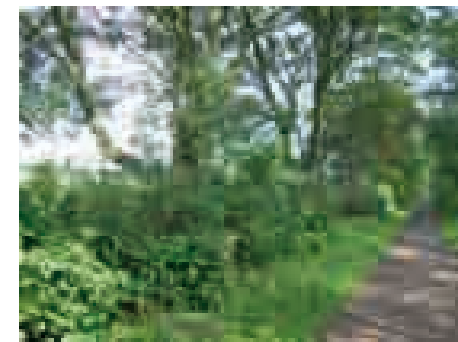
Pepper Wood



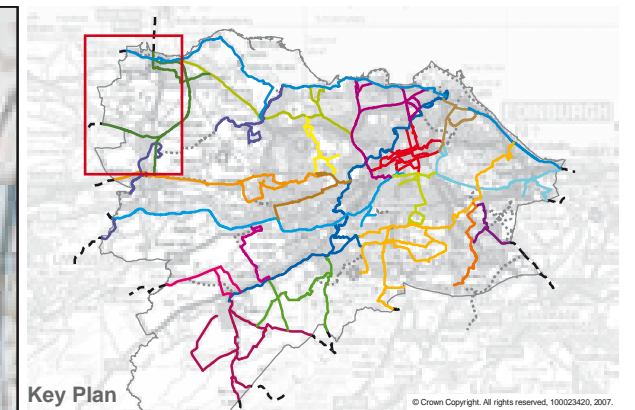
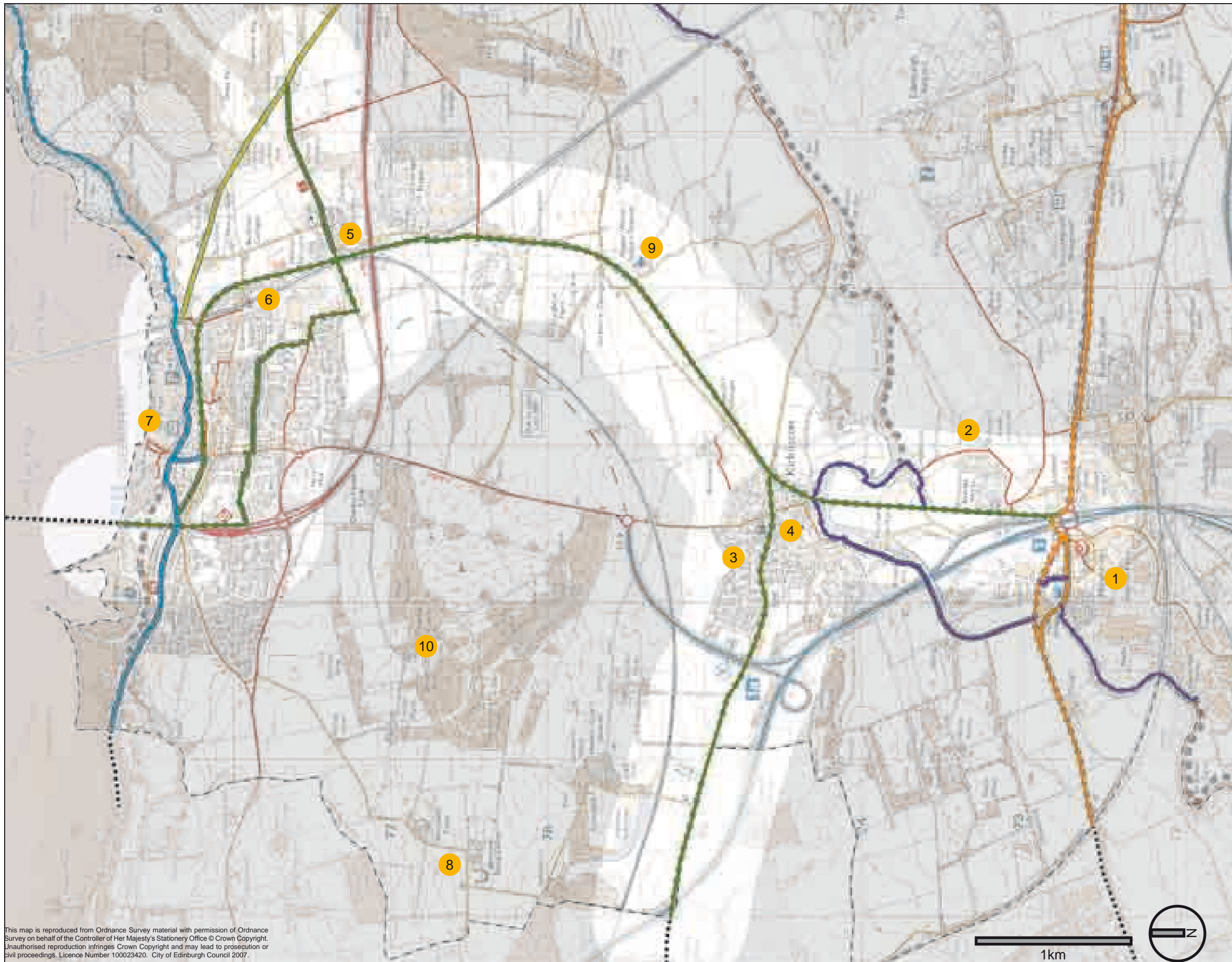
Pepper Wood














View east near Standingstone



Queensferry High Street



- KEY**
-  CEC10-Newbridge to Queensferry and Kirkliston
 -  Off-road section
 -  On-road section
 - Other Core Paths**
 -  CEC6-Firth of Forth
 -  CEC9-Queensferry to Craigeith
 -  CEC11-River Almond Walk
 -  CEC12-A8 Link
 -  Cross Boundary
 -  Local Paths
 -  Future Potential
 -  Landmarks

- LANDMARKS AND PLACES OF INTEREST**
1. Newbridge
 2. Hallyards Castle
 3. Kirkliston
 4. Kirkliston Parish Church
 5. Dalmeny
 6. Dalmeny Station
 7. Queensferry
 8. Westmuir Riding Stables
 9. Pepper Wood Nature Reserve
 10. Dundas Castle

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1km



CEC 11. RIVER ALMOND

PATH NAME: River Almond

REFERENCE NUMBER: CEC 11.

ROUTE SUMMARY

This is a path which starts as a proposed West Lothian Core Path at Almondell and Calderwood Country Park and runs along the River Almond into Edinburgh and on to its outfall into the sea at Cramond. The route is not complete at this time. Sections in Edinburgh's area which are currently usable are designated as Core Paths. Development of the 'missing' sections is a longer term proposition which will be dependent on detailed negotiation, site investigation and funding. These sections are not suitable for Core Path status at this stage but have been identified as a longer term opportunity.

KEY FACTS

Distance: 14.5km

Southern Node: West Clifton near Almondell and Calderwood Country Park

Northern Node: Cramond

On road: Newbridge to Kirkliston, B800

Off road: Majority

Connecting Core Paths: CEC12: A8 Link, CEC10: Newbridge to Queensferry and Kirkliston, CEC9: Queensferry to Craighleith, CEC6: Firth of Forth, CEC15: Union Canal

ROUTE DESCRIPTION

This route follows long stretches of the River Almond from its intersection with the city boundary to the sea. The complete sections which have core path status are described below. The route between Almondell and Calderwood Country Park and its intersection with the Union Canal is rural in character, broadly following the River Almond on one side then the other, through a wooded glen. From the country park visitor centre the route crosses to the east side of the River Almond and passes through adjacent agricultural fields. It follows the line of a leat which feeds into the Union Canal at Lin's Mill Aqueduct. Here it is possible to link in with the Union Canal path, heading either into Edinburgh or out to Broxburn. At the aqueduct there is a break in the path and there is no usable path again until the far side of Newbridge Industrial Estate just south of the Almond Valley Viaduct. From there the path then follows the river bank to Newbridge. At Newbridge, the path joins the road (B800) to Kirkliston. There is a short section of riverside path to Hallyards where there is a link into the Newbridge to Queensferry route. The path begins again at the railway east of the airport and passes alongside Cammo Park to Cramond Brig. From here, after crossing the A90, the route can be followed (some steps) to the Forth at Cramond.

OPPORTUNITIES

- This route would provide an excellent continuous riverside route if complete.
- Improved signage would help where the River Almond path and Union Canal path meet.
- The section to the north of the airport boundary is rough and unsurfaced, and there is no bridge over the Gogar Burn.
- The section alongside the River Almond by Newbridge Industrial Estate and Clifton Hall School and passing under the M8 is not accessible as an existing route. The path currently stops to the rear of the industrial estate.
- Both sections described above would be key to completing an continuous riverside path. Development of these 'missing links' is a longer term proposition and will be subject to evaluation of their technical feasibility, agreement with land managers and identification of funding.

PATH FEATURES AND SURFACES

- The section between Almondell and Calderwood Country Park visitor centre and the Union Canal is presently only suitable for walkers. It can be cycled, but a number of stiles and two sets of steep steps make this difficult.
- Steps are present at Hallyards onto the Newbridge to Queensferry walkway.
- A section between Hallyards and the A8 is on road.
- There is a pedestrian crossing over the A8.
- The missing section between the airport boundary fence and the River Almond is narrow and overgrown. There is no bridge over the Gogar Burn.
- There are two sets of steep steps on the path near Cramond.
- There are steps on the route into Almondell and Calderwood Country Park.



River flowing through Country Park



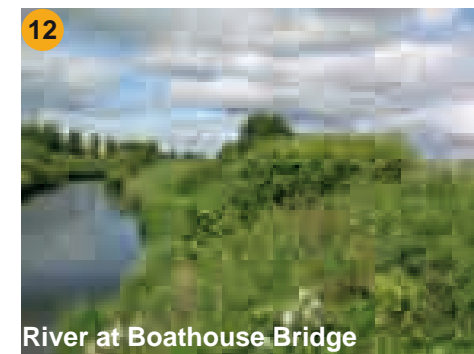
River at Cramond Bridge



Leat to Union Canal



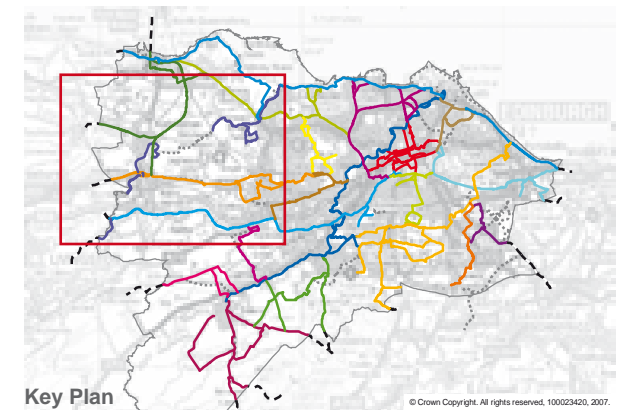
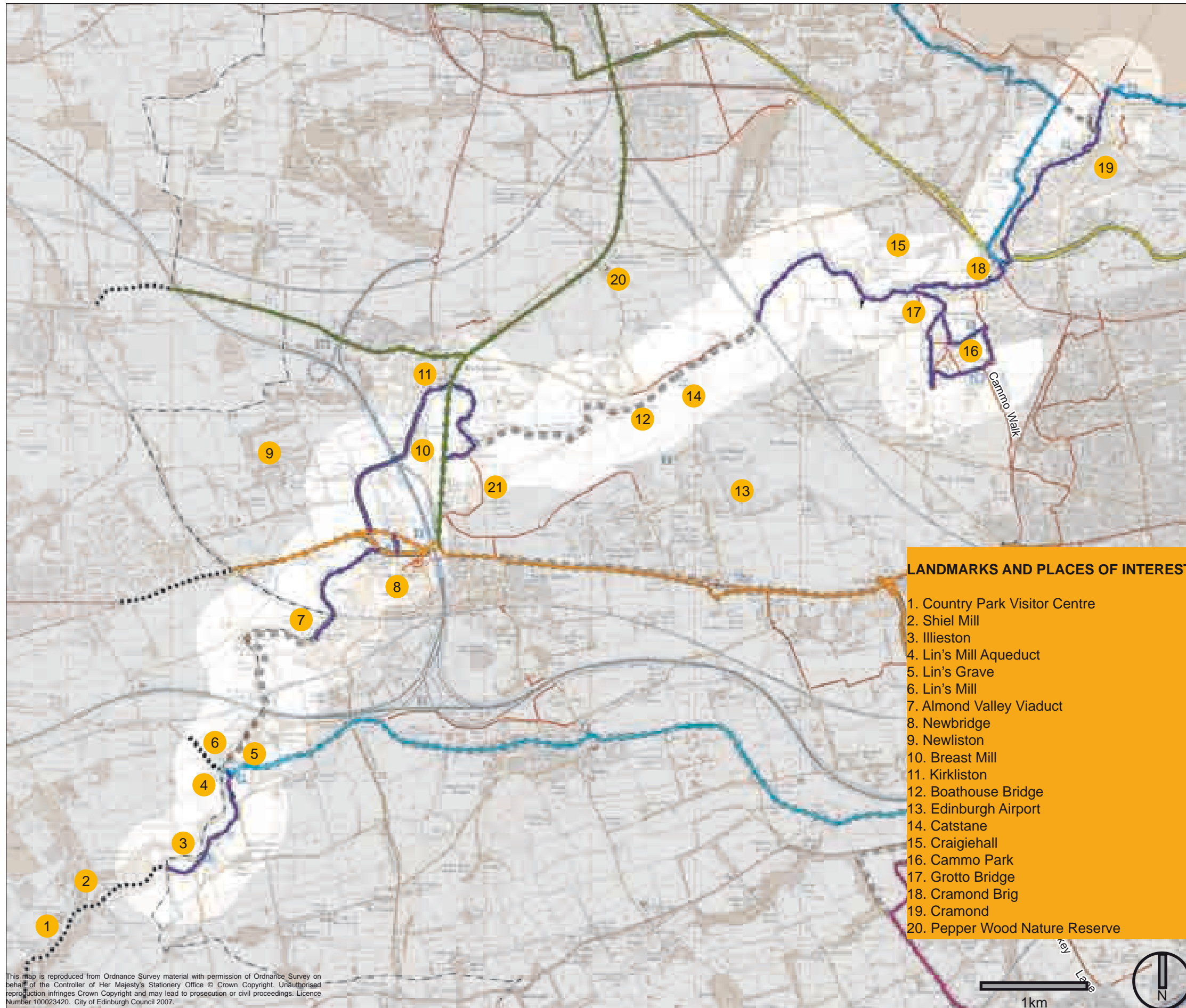
Poplar trees near Boathouse Bridge



River at Boathouse Bridge



Lin's Mill Aqueduct



KEY

- CEC11-River Almond Walk
- Off-road section
- On-road section
- Other Core Paths**
- CEC6-Firth of Forth
- CEC9-Queensferry to Craigleith
- CEC10-Newbridge to Queensferry and Kirkliston
- CEC12-A8 Link
- CEC15-Union Canal
- Cross Boundary
- Local Paths
- Future Potential
- Landmarks

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CEC 12. A8 LINK AND CEC 13. SIGHTHILL TO CARRICK KNOWE

PATH NAME: A8 Link and Sighthill to Carrick Knowe

REFERENCE NUMBER: CEC 12 and CEC 13.

ROUTE SUMMARY

The A8 Link broadly follows the A8 from Broxburn through to Corstorphine, where it links into the Corstorphine Hill paths and the Water of Leith path. It intersects with the path along the River Almond at the B800 in Newbridge.

The Sighthill to Carrick Knowe path runs from Sighthill to join the eastern end of the A8 Link, following the railway over most of its length.

KEY FACTS

Distance: CEC12 is 17km, CEC13 is 7.5km

Western Node: A89 road to Broxburn, near Newliston

Eastern Node: Corstorphine and Murrayfield

On road: Considerable lengths on roadside cycle track along A89 and A8, residential roads between South Gyle Station and Carrick Knowe. Some shared cycle/bus lanes.

Off road: Some short sections including the link from Millburn Tower to Edinburgh Park.

Connecting Core Paths: CEC11: River Almond, CEC10: Newbridge to Queensferry and Kirkliston, CEC14: Corstorphine Hill

ROUTE DESCRIPTION

The A8 Link will mainly be of interest to commuting cyclists, as much of it is on cycle track adjacent to the busy A8 on shared cycle and bus lanes. The route ties into the A89 where it crosses the border with West Lothian, near Newliston. There is a quiet road alternative, leaving the A8 at New Bridge, and passing through the village of Newbridge. The route then crosses the A89, and links into the route which runs alongside this road. It passes over the M9 via a ramped foot/cycle bridge, at which point it is possible to join the Newbridge to Queensferry and Kirkliston path northwards, and then continues parallel to/ alongside the A8 all the way to Gogar Roundabout, which it passes to the north. After continuing along the A8 a little further, it then picks up an off road route to South Gyle Station, and then passes along quiet residential roads through housing areas to Carrick Knowe. A spur route runs from South Gyle shopping centre to South Gyle Station.

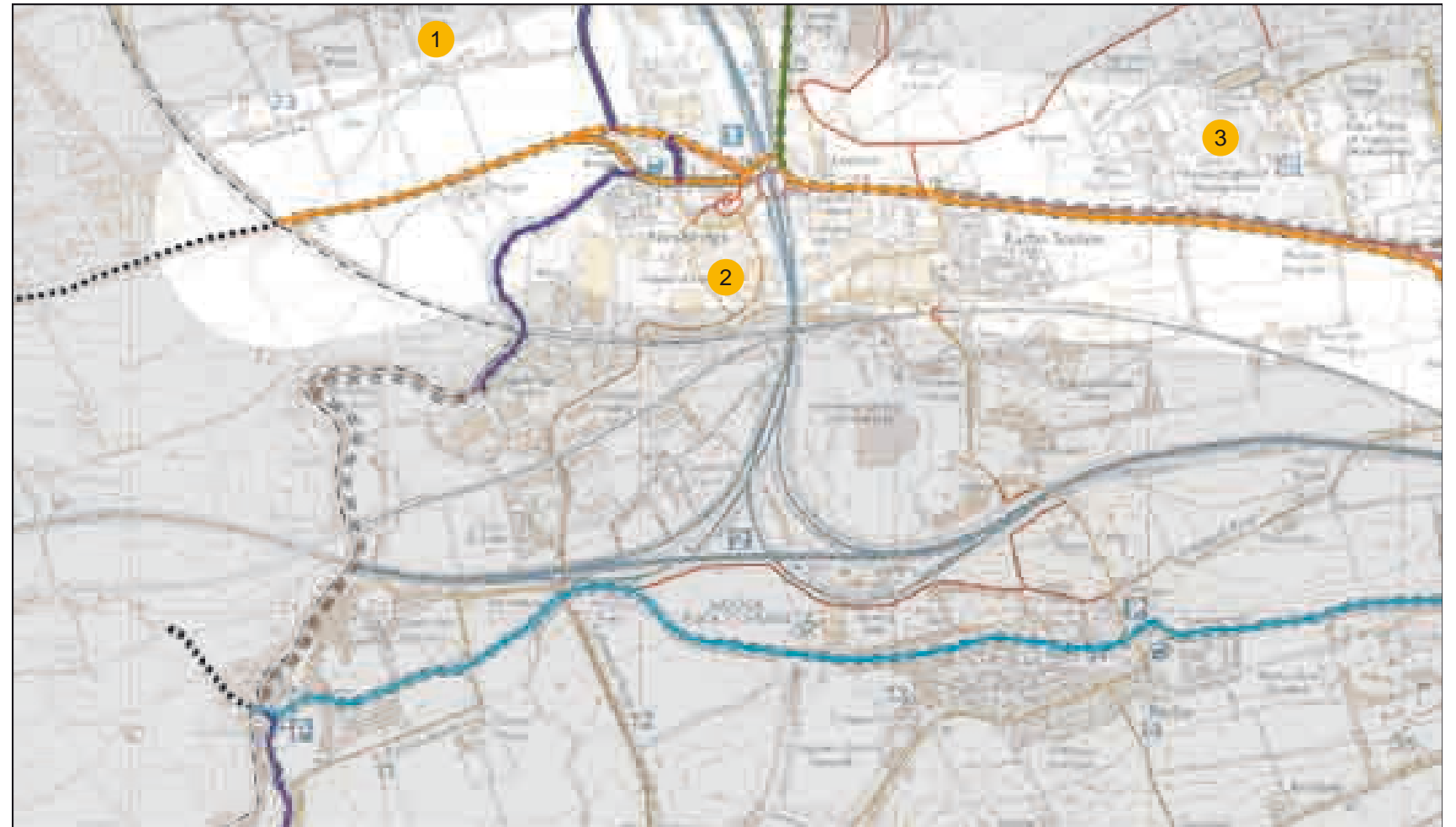
The east node of the A8 Link meets the Sighthill to Carrick Knowe path which provides an alternative to the A8 Link as a route into and out of the city. It begins in Sighthill industrial estate near Edinburgh Park Station and travels eastwards parallel to the rail line to Carrick Knowe golf course. The path wraps round the north east edge of the golf course and connects back into the A8 Link and to the Corstorphine Hill paths.

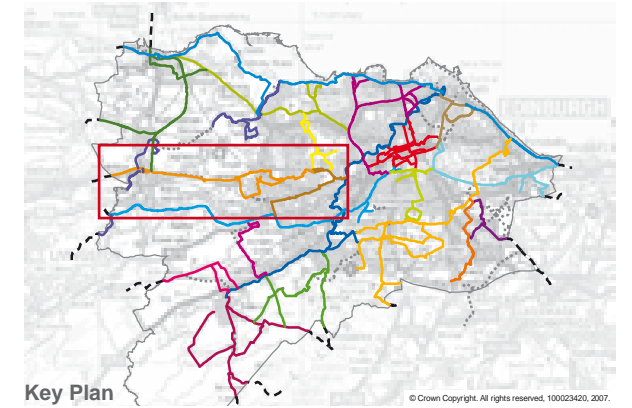
OPPORTUNITIES

- Explore opportunities for an improved link between Gogar Park, via Milburn Tower, to Edinburgh Park. There is an existing right of way to Gogar Burn Road from Edinburgh Park via a subway.
- Explore off road alternatives for remaining on road sections.
- Routing through the village of Newbridge provides a quieter alternative to following the A89 in this area.
- Explore quiet on and off road sections which may be more appealing to pedestrians.

PATH FEATURES AND SURFACES

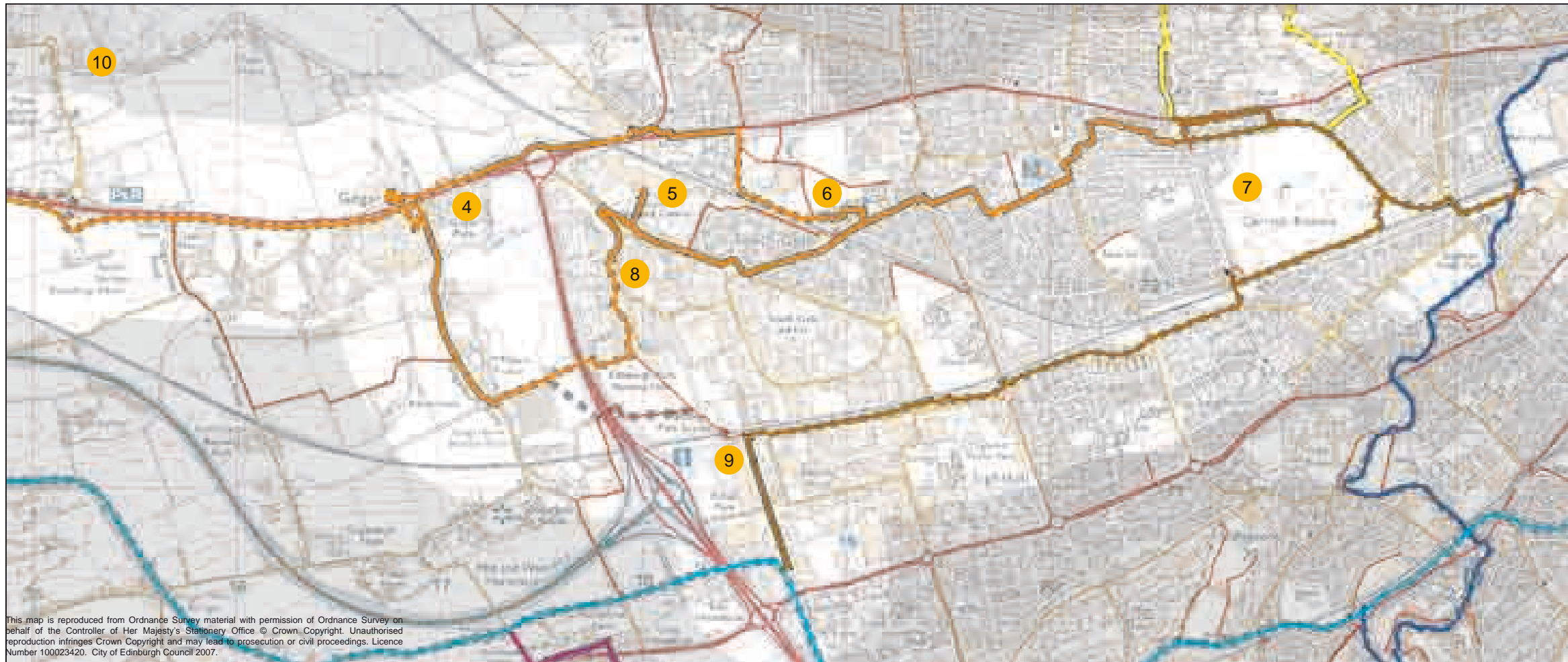
- The route largely comprises sealed surfaces on pavements or roadside cycleways of shared bus and cycle lanes.
- The route is adjacent to the busy A8 for much of its length.





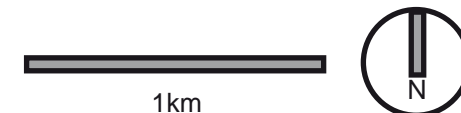
KEY

- CEC12-A8 Link
- CEC13-Sighthill to Carrick Knowe
- Off-road section
- On-road section
- Other Core Paths**
- CEC10-Newbridge to Queensferry and Kirkliston
- CEC11-River Almond Walk
- CEC14-Corstorphine Hill
- Cross Boundary
- Local Paths
- Future Potential
- Landmarks



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- LANDMARKS AND PLACES OF INTEREST**
1. Newliston
 2. Newbridge
 3. Royal Highland Show Ground
 4. Gogar Park
 5. Gyle shopping centre
 6. South Gyle Station
 7. Carrick Knowe Golf Course
 8. Edinburgh Park
 9. Edinburgh Park Station
 10. Edinburgh Airport



CEC 14. CORSTORPHINE HILL

PATH NAME: Corstorphine Hill
REFERENCE NUMBER: CEC 14.

ROUTE SUMMARY

This is an important network of paths from Barnton Golf Course, over Corstorphine Hill to Corstorphine and Carrick Knowe.

KEY FACTS

Distance: 7km

Northern Node: Barnton Golf Course, and link into the Queensferry to Craigleith route at Barnton

Southern Node: The A8 Link and Carrick Knowe

On road: Short sections on residential roads at the southern end of the path. Footways along Clermiston and Queensferry Road at the northern end of the path.

Off road: Paths over Corstorphine Hill, disused railway alongside Carrick Knowe

Connecting Core Paths: CEC9: Queensferry to Craigleith, CEC12: A8 Link, CEC13: Sighthill to Carrick Knowe, CEC8: North Edinburgh Paths, CEC18: Water of Leith

ROUTE DESCRIPTION

This network of paths links the National Cycle Network through Barnton to the Water of Leith near Saughton Public Park. North of the A90 Queensferry Road, the route leaves East Barnton Avenue and circles Davidson's Mains Park by the Royal High School. There is a pedestrian crossing over the busy Queensferry Road, from where various routes are possible onto Corstorphine Hill, both off Queensferry Road and off Clermiston Road North and Craigcrook Road. The routes over the hill, which is a Local Nature Reserve (LNR), all involve sections which may be steep, stepped or over rough ground. They can be confusing to follow though new orientation panels have been placed at main entrance points showing all paths within the area. The route climbs and heads south, past Corstorphine Hill Tower. It then passes through woodland alongside Edinburgh Zoo. There are glimpsed views through trees out to surrounding landmarks, and to the Firth of Forth. Routes off the hill to the south include a path which joins Kaimes Road, a steep, narrow path which exits onto Corstorphine Road near Saughtonhall and a path eastwards down Ravelston Dykes Lane that ends near the Ravelston Woods LNR. The route then crosses Corstorphine Road and passes along Balgreen Road and Balgreen Avenue to join (via steps) the cycle path alongside Carrick Knowe Golf Course. The route then crosses Balgreen Road again and passes parallel to the railway alongside Balgreen Bowling Centre, where it joins the route along the Water of Leith.

OPPORTUNITIES

- Signage of this route from Barnton Avenue and from the Water of Leith would assist in locating the linking sections of path.

PATH FEATURES AND SURFACES

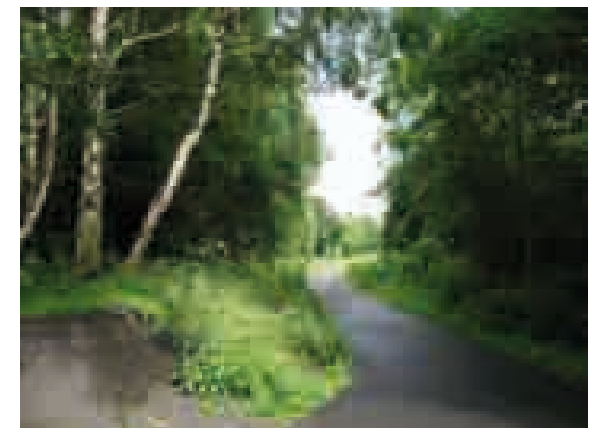
- There are some road crossings which require care, particularly over Queensferry Road and Corstorphine Road.
- Paths over Corstorphine Hill are sometimes muddy and include steps, rocky sections and steep slopes. Some paths can be used by all, and others will be more difficult either by bike, or by wheelchair/pram etc.

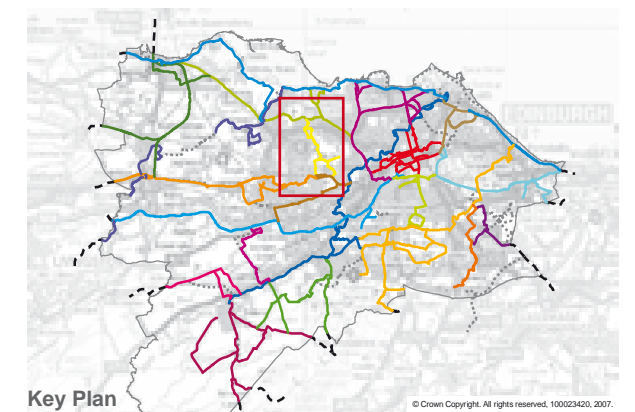
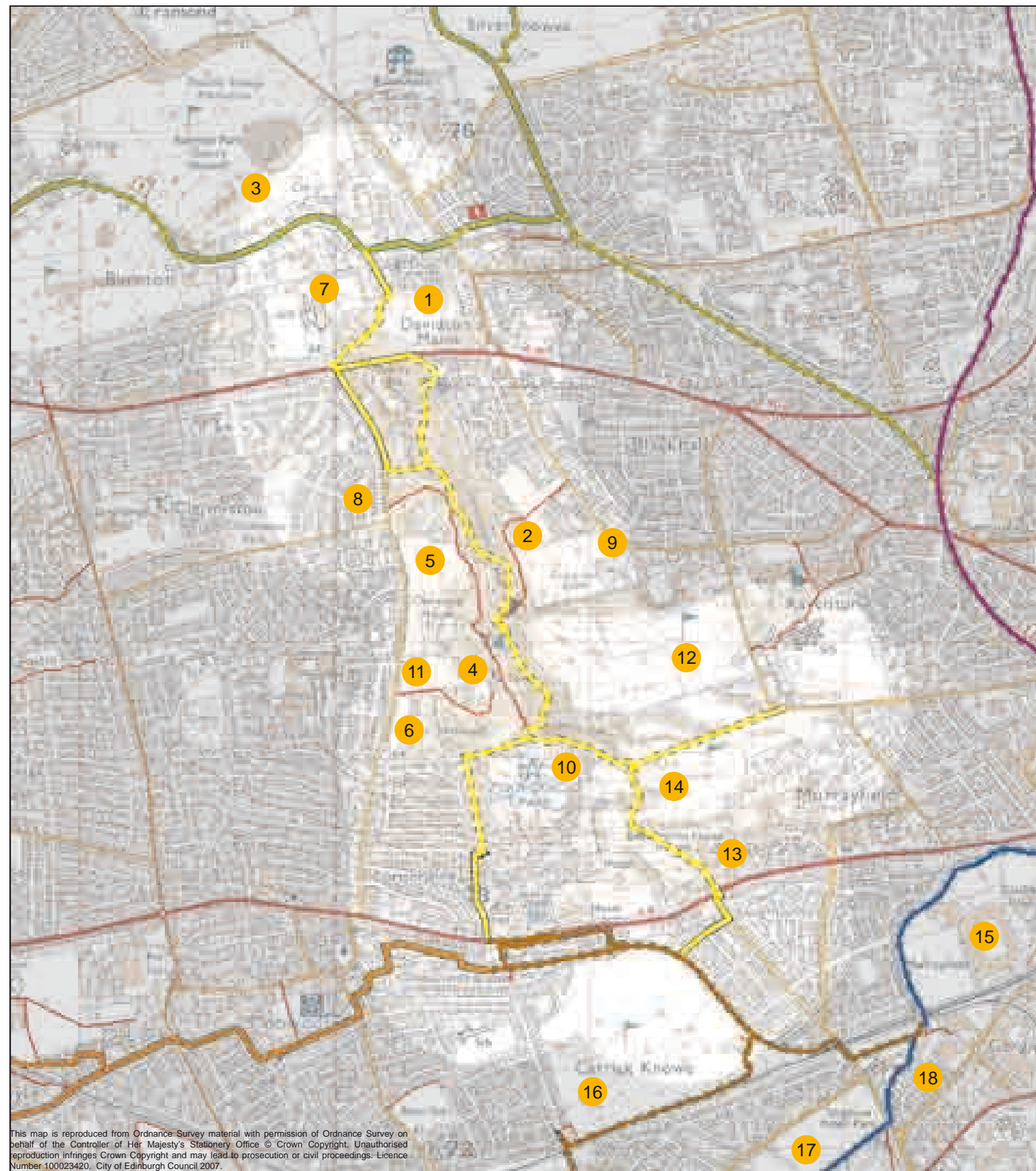


View east



View south east to Arthur's Seat





Key Plan

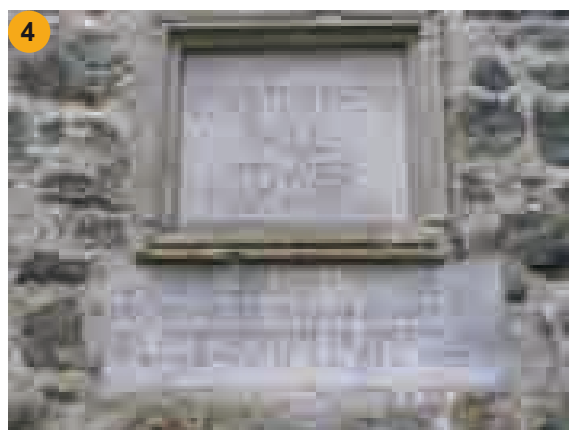
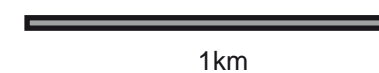
KEY

- CEC14-Corstorphine Hill
- - - Off-road section
- On-road section
- Other Core Paths**
- CEC8-North Edinburgh Paths
- CEC9-Queensferry to Craigleith
- CEC12-A8 Link
- CEC13-Sighthill to Carrick Knowe
- CEC18-Water of Leith
- Local Paths
- ■ ■ Future Potential
- 1 Landmarks

LANDMARKS AND PLACES OF INTEREST

1. Davidson's Mains
2. Corstorphine Hill Regionally Important Geological Site (RIGS) and Local Nature Reserve
3. Barnton Quarry
4. Corstorphine Hill Tower (also known as Clermiston Tower or the Scott Tower), a memorial to Sir Walter Scott
5. Clerwood House
6. Hillwood
7. Royal High School
8. The Capital Moat House Hotel
9. Craigmillar Castle
10. Edinburgh Zoo
11. Corstorphine Hill Walled Garden
12. Ravelston Golf Course
13. Beechmount House Hospital
14. Murrayfield Golf Course
15. Murrayfield Stadium
16. Carrick Knowe
17. Saughton Public Park
18. Water of Leith

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CEC 15. UNION CANAL TOWPATH AND CEC 15W. UNION CANAL

PATH NAME: Union Canal Towpath and Union Canal
REFERENCE NUMBER: CEC 15 and CEC 15W.

ROUTE SUMMARY

This is a linear path suitable for both cyclists and walkers which follows the Union Canal along its length from the countryside through to the city centre. Boats can also use the canal itself (CEC 15W).

ROUTE DESCRIPTION

This is a clear linear route along the Union Canal (enabling access to water) and along the parallel towpath, which enters the city boundary at Lin's Mill Aqueduct. From here one can continue along the canal westwards to reach the Falkirk Wheel, where it joins the Forth and Clyde Canal, or connect into the River Almond route (north to Cramond or south to Almondell and Calderwood Country Park). The western end of the route is in a quiet and rural landscape. Moving east the route travels through to Ratho, past the Edinburgh International Climbing Arena. At Hermiston Bridge there is a connection into the Riccarton path. From here the route crosses over the City Bypass (A720) on an aqueduct and enters the outer city suburbs of Westerhailes and Sighthill. The canal travels eastwards towards the city centre through the residential areas of Slateford, Merchiston, Polwarth and Viewforth (connection in to North Edinburgh paths). On the edge of Slateford the path crosses over the Water of Leith and steps allow access down to the riverside route and the Water of Leith Visitor Centre. Care is required on the narrow path beside the water on the aqueduct and cyclists are required to dismount. A spur at Craiglockhart joins this route to the campuses of Napier Univeristy, the Craiglockhart Tennis & Sports Centre and through to Craighouse Road in the Morningside area. The route continues to Tollcross and ends at Lochrin Basin (the end point of the canal), now recently redeveloped, and known as Edinburgh Quay. The re-opening of the Union Canal, which is a Scheduled Ancient Monument, was achieved through a series of Millennium Link projects.

KEY FACTS

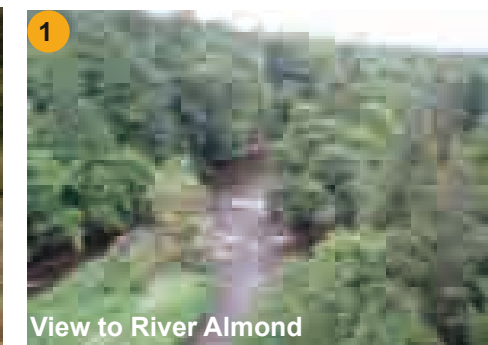
- Distance:** 19km
- Western Node:** Lin's Mill Aqueduct at city boundary
- Eastern Node:** Lochrin Basin at Fountainbridge
- On road:** None
- Off road:** All on canal towpath or by boat on canal
- Connecting Core Paths:** CEC11: River Almond, CEC10: Newbridge to Queensferry and Kirkliston, CEC17: Riccarton, CEC18: Water of Leith, CEC8: North Edinburgh Paths, CEC21: Central Paths, CEC3: Blackford Hill to the Meadows



Path near Harrison Park



Path near Ratho



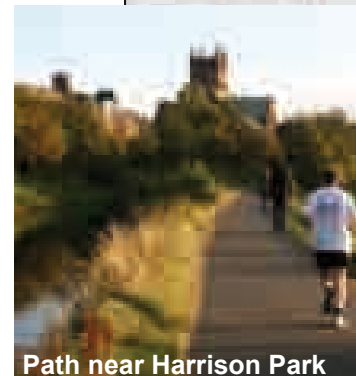
View to River Almond



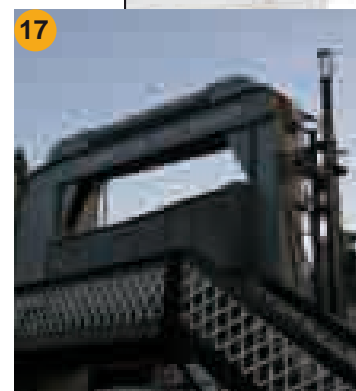
Bridge Inn at Ratho



Path near Ratho



Path near Harrison Park



17



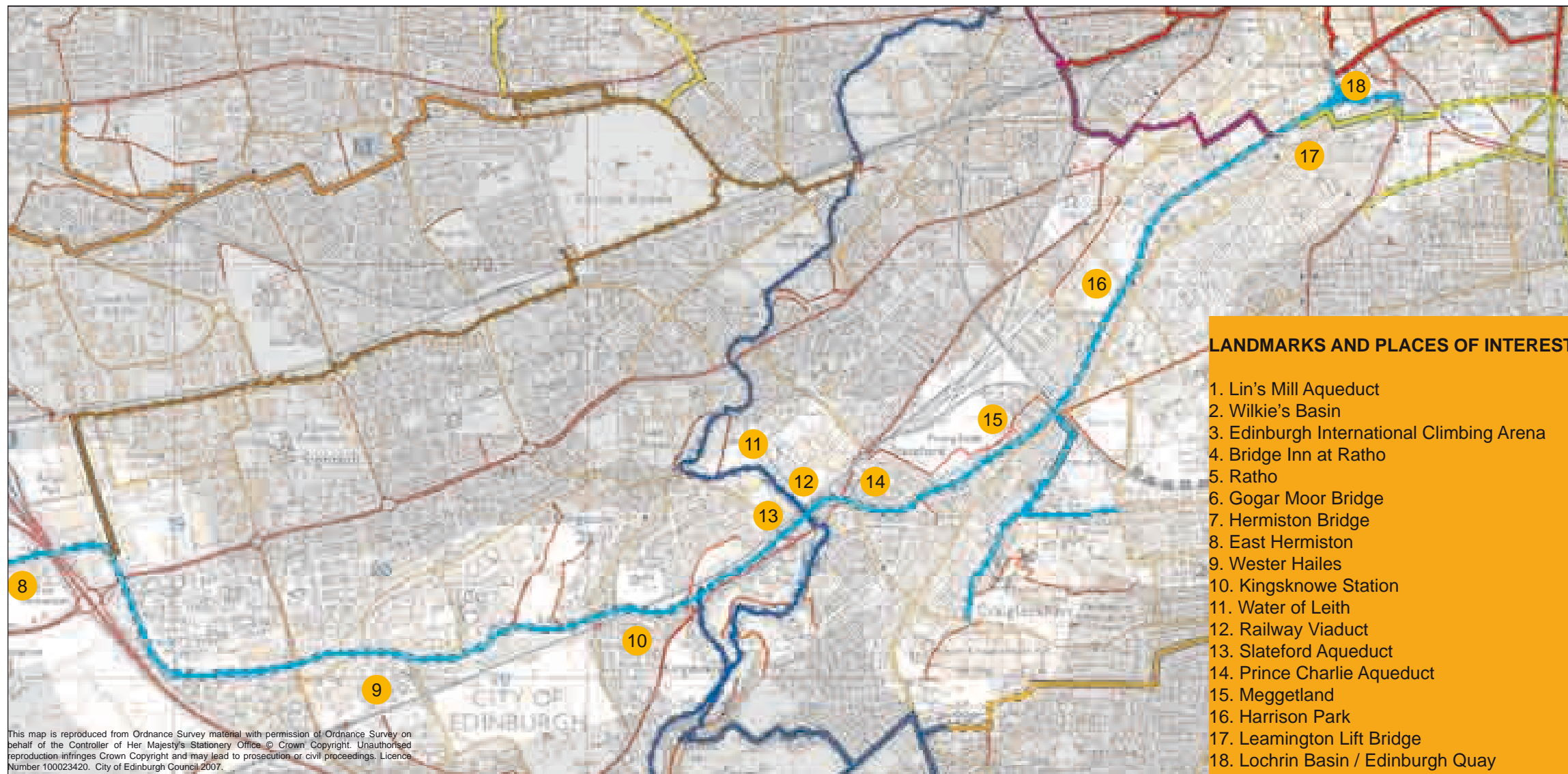
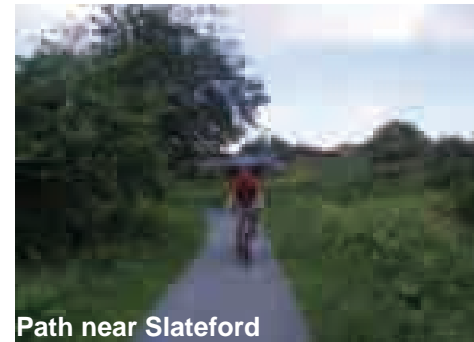
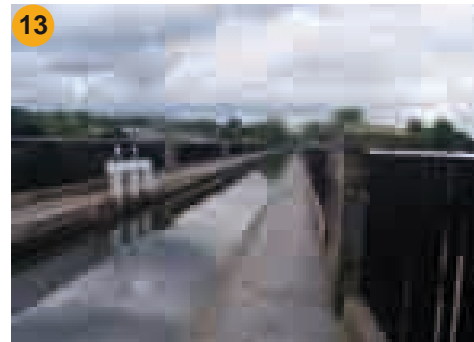
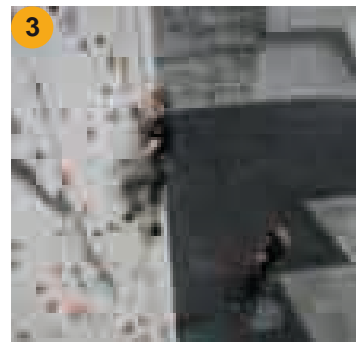
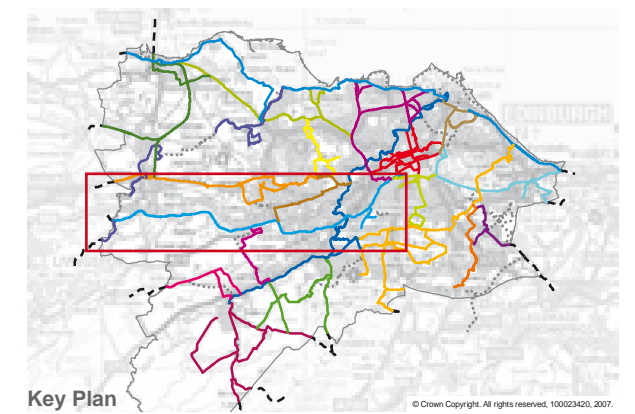
PATH FEATURES AND SURFACES

- The Union Canal towpath is surfaced for most of its length and varies from a whin surface in outlying areas to sealed surfaces closer to the city centre.
- Good link from Craiglockhart to city centre.
- There is currently no connection between the Union Canal and the North Edinburgh paths at Russell Road.

- Some aqueduct crossings are narrow and cyclists should dismount.
- Paths are muddy at times.
- Take care on narrow paths and give way to other path users as appropriate.
- Disabled access bridge at Harrison Park.

OPPORTUNITIES

- New development will improve the links between the Lochrin Basin (Fountainbridge, Conference Centre, Rutland Square) and the city centre.
- Access to and from the canal is being improved locally at several locations.
- Improved signage from adjacent areas would help people find local access points.



KEY

- CEC15-Union Canal
- - - Off-road section
- On-road section
- Other Core Paths**
- CEC2-The Braids
- CEC3-Blackford Hill to The Meadows
- CEC8-North Edinburgh Paths
- CEC10-Newbridge to Queensferry and Kirkliston
- CEC11-River Almond Walk
- CEC12-A8 Link
- CEC13-Sighthill to Carrick Knowe
- CEC14-Corstorphine Hill
- CEC15-Union Canal
- CEC17-Riccarton
- CEC18-Water of Leith
- CEC21-Central Paths
- Cross Boundary
- Local Paths
- ■ ■ Future Potential
- ① Landmarks

LANDMARKS AND PLACES OF INTEREST

1. Lin's Mill Aqueduct
2. Wilkie's Basin
3. Edinburgh International Climbing Arena
4. Bridge Inn at Ratho
5. Ratho
6. Gogar Moor Bridge
7. Hermiston Bridge
8. East Hermiston
9. Wester Hailes
10. Kingsknowe Station
11. Water of Leith
12. Railway Viaduct
13. Slateford Aqueduct
14. Prince Charlie Aqueduct
15. Meggetland
16. Harrison Park
17. Leamington Lift Bridge
18. Lochrin Basin / Edinburgh Quay

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PATH NAME: Kirknewton
REFERENCE NUMBER: CEC 16.

ROUTE SUMMARY

This path links the village of Kirknewton to Balerno and the Water of Leith. It is also a section of NCN 75, the Clyde to Forth Cycle Route connecting Glasgow and Edinburgh.

KEY FACTS

- Distance:** 6.5km
- Western Node:** Kirknewton Village
- Eastern Node:** Balerno
- On road:** mostly quiet roads
- Off road:** none
- Connecting Core Paths:** CEC18: Water of Leith

ROUTE DESCRIPTION

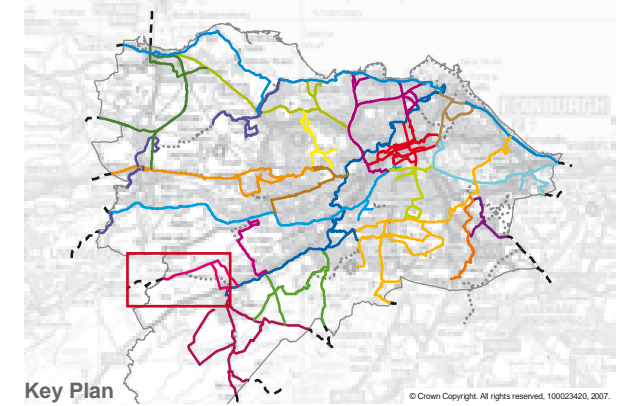
This is a well signed path which begins in the centre of Kirknewton village and travels east along the main street following NCN 75. The route is rural in character and follows quiet roads though, as always, be alert for traffic using these roads. After leaving Kirknewton it passes through Easter Newton and crosses Green Burn and the railway. From here it passes Dalmahoy Country Club and golf course then takes a sharp south turn, crossing Murray Burn and the railway again, and meeting the edge of Balerno. In Balerno the route follows the A70 for a short time and then connects into the Water of Leith route. Alternatively the quieter Newmills Road can be taken but the level crossing over the railway requires care.

OPPORTUNITIES

- Preliminary investigations have been carried out into re-routing NCN 75 from Kirknewton to Balerno to provide an alternative to Long Dalmahoy Road. Further development is subject to further detailed discussions with landowners, West Lothian Council and potential funding partners.
- Explore the possibility of utilising the disused railway to provide an off-road link between Long Dalmahoy Road and the Water of Leith.

PATH FEATURES AND SURFACES

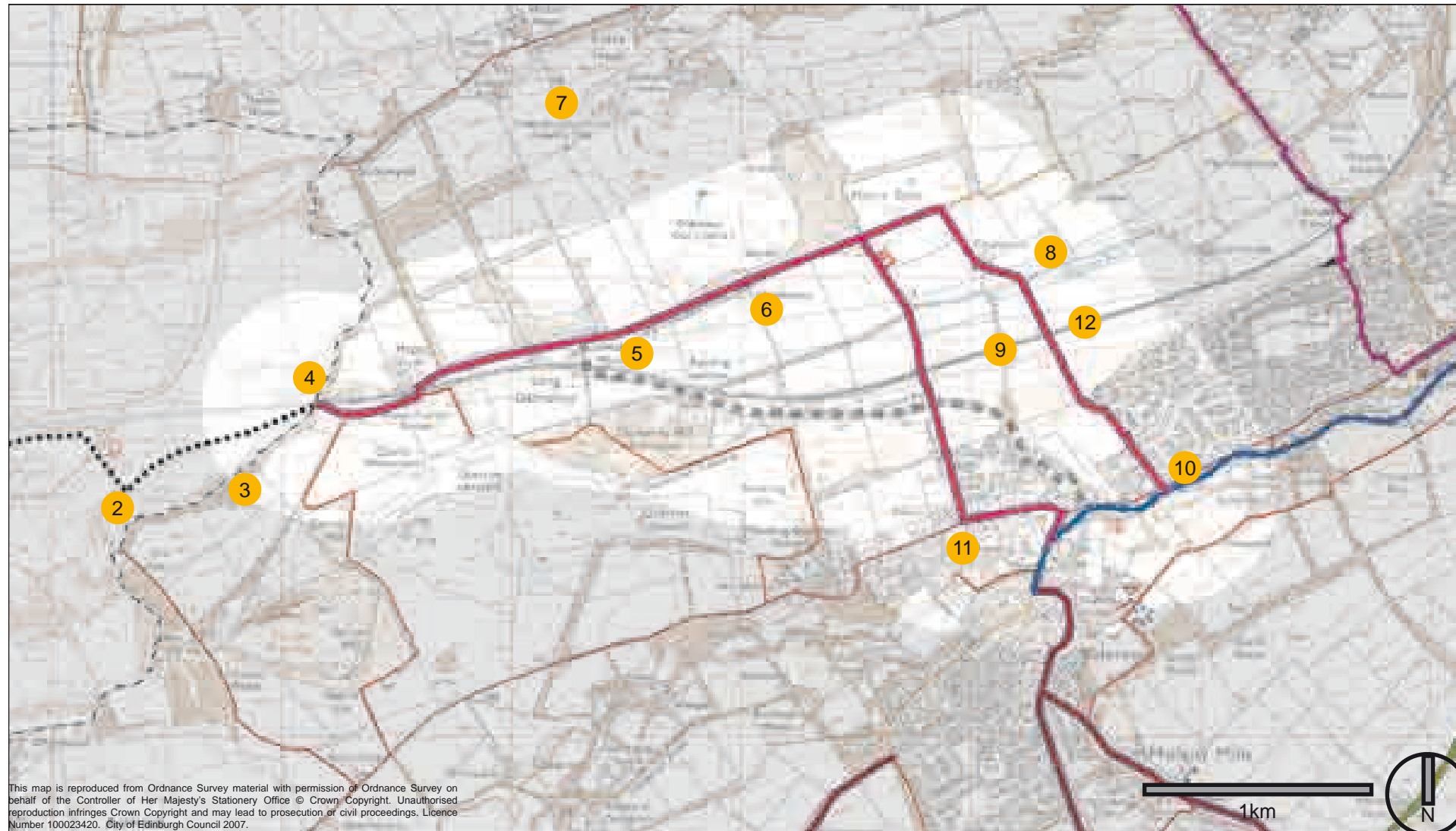
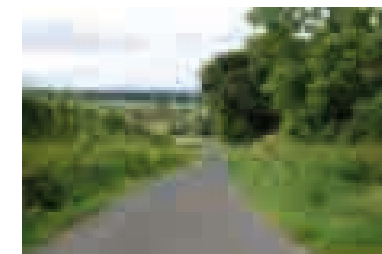
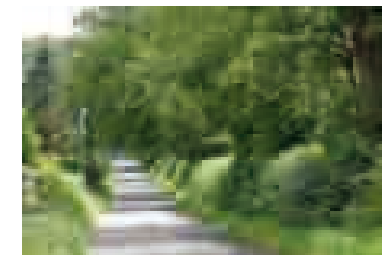
- The route requires crossing the A70 at Balerno.
- The level crossing over the railway off Ravelrig Road requires care.
- There are no footways along Dalmahoy Road and care is required.



Key Plan

KEY

- CEC16-Kirknewton
- - - Off-road section
- = On-road section
- Other Core Paths**
- CEC18-Water of Leith
- CEC19-Harlaw and Threipmuir
- - - - Cross Boundary
- Local Paths
- ■ ■ Future Potential
- 1 Landmarks



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LANDMARKS AND PLACES OF INTEREST

1. Kirknewton Church (remains)
2. Easter Newton
3. Green Burn
4. Railway
5. Dalmahoy Mains
6. Newhouse
7. Dalmahoy Country Club
8. Murray Burn
9. Railway
10. Water of Leith
11. Ravelrig Riding for Disabled
12. Level crossing

CORE PATH CEC 17. RICCARTON



PATH NAME: Riccarton
REFERENCE NUMBER: CEC 17.

ROUTE SUMMARY

This path through Riccarton connects the Union Canal to the Water of Leith.

KEY FACTS

Distance: 5.5km
Southern Node: Water of Leith
Northern Node: Union Canal at Hermiston Bridge
On road: some quiet roads
Off road: most
Connecting Core Paths: CEC15: Union Canal, CEC18: Water of Leith, CEC20: Bonaly and Bonaly Link

ROUTE DESCRIPTION

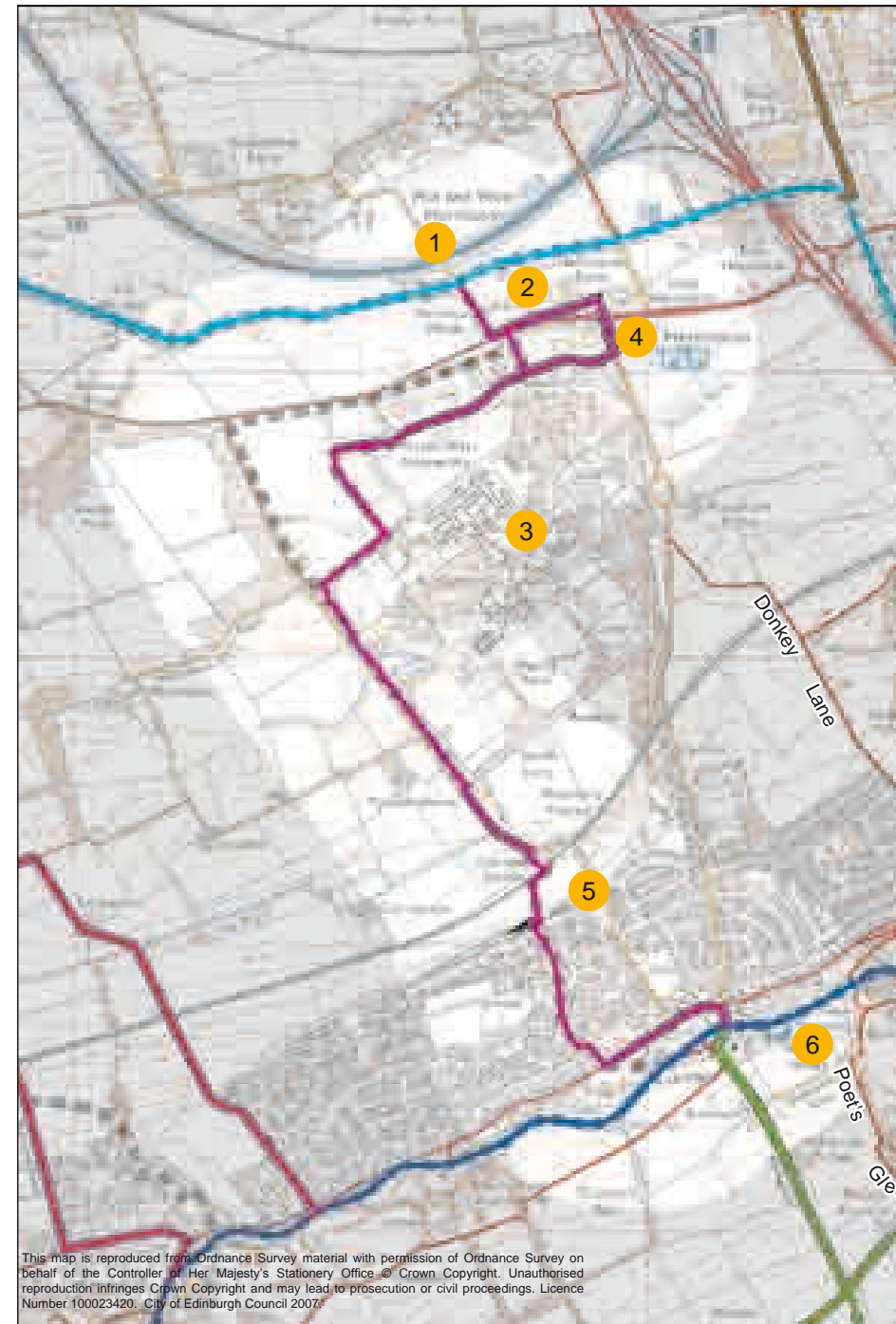
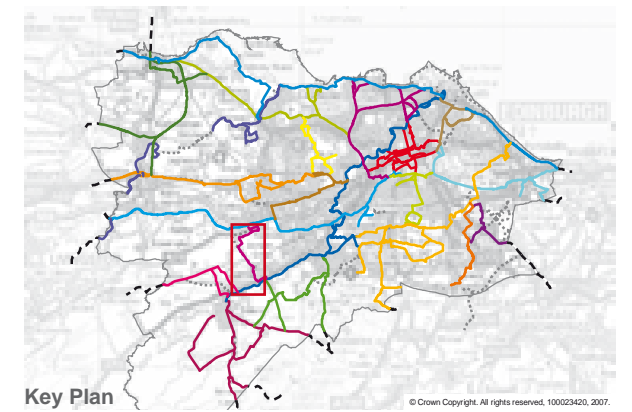
This section of path acts as a north – south link between the Union Canal and the Water of Leith path. It leaves the canal at Hermiston Bridge, travelling south across the A71 and onto Hermiston Walk into the Heriot Watt campus. The route then turns west before joining a woodland path that leads onto a minor road down to Curriehill Station. Cyclists may prefer to use the on-road alternative shown through the Riccarton campus and Curriehill Road. Crossing over the railway at the station footbridge and onto a track between fields, the route then enters the north edge of Currie. From here the route crosses Currievale Drive and meanders through a strip of woodland and playing fields to a park at the edge of the Water of Leith. A road leads down to the Water of Leith, and a footbridge is proposed in this area in the future.

PATH FEATURES AND SURFACES

- This path is varied in character from unsurfaced woodland track to sealed and lit paths.
- There are some steps through Roley Woods adjacent to Currie High School.
- Some quiet on-road sections are included, particularly leading from Curriehill Station to Heriot Watt University.
- Dogs shall be kept under control through the University Campus and adjacent playing fields.
- Crossing the railway at Curriehill Station requires use of a footbridge accessible by steps on both sides.
- The access from the 'South Strip' to Curriehill Road is via a narrow, trodden earth path.

OPPORTUNITIES

- Explore improved links to Donkey Lane (local path).
- A bridge is proposed to link this route to the Water of Leith Walkway via King George V Park. Feasibility and detailed design is underway. Future delivery will depend on funding being secured.
- A footpath through the trees on the north west boundary of Heriot-Watt University is being considered.

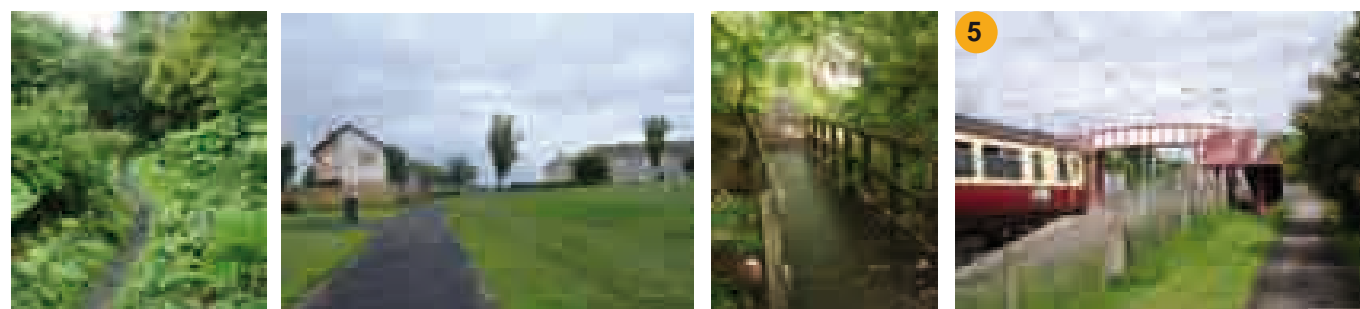


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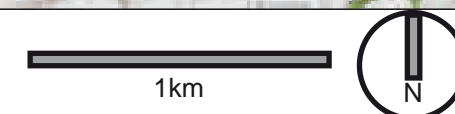
- CEC17-Riccarton
- - - Off-road section
- ==== On-road section
- Other Core Paths**
- CEC15-Union Canal
- CEC16-Kirknewton
- CEC18-Water of Leith
- CEC20-Bonaly and Bonaly Link
- Local Paths
- ■ ■ Future Potential
- 1 Landmarks

LANDMARKS AND PLACES OF INTEREST

1. Hermiston Bridge
2. Hermiston Walk
3. Heriot Watt University campus
4. Park and Ride
5. Curriehill Station
6. Water of Leith



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CEC 18. WATER OF LEITH

PATH NAME: Water of Leith

REFERENCE NUMBER: CEC 18.

ROUTE SUMMARY

This is a path from Balerno through to Leith and the Firth of Forth, following the Water of Leith all the way and linking to several other Edinburgh Core Paths.

KEY FACTS

Distance: 27km

Southwestern Node: Balerno

Northeastern Node: Leith, the Firth of Forth

On road: Short on road sections

Off road: Mostly off road

Connecting Core Paths: CEC19: Harlaw and Threipmuir, CEC16: Kirknewton, CEC20: Bonaly and Bonaly Link, CEC17: Riccarton, CEC13: Sighthill to Carrick Knowe, CEC15: Union Canal, CEC14: Corstorphine Hill, CEC8: North Edinburgh Paths, CEC21: Central Paths, CEC6: Firth of Forth

OPPORTUNITIES

- Sustrans is funding a foot and cycle bridge feasibility study at Currie.
- Preparatory work is underway to reopen the Rodney Street Tunnel to improve linkage between the North Edinburgh Paths and the city centre.
- Explore links between Easter Road and the Water of Leith via Pilrig Park.
- Explore links between the Water of Leith path and Corstorphine Hill path to Murrayfield.

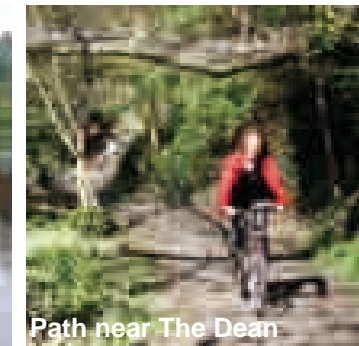
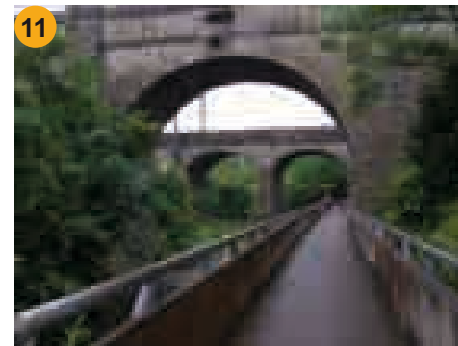
PATH FEATURES AND SURFACES

- For much of its length, the Water of Leith walkway has a rural character. The majority of path, particularly in the upper reaches has an unsealed, whin surface. This can become soft and muddy in places depending on the conditions. Sealed surfaces exist in places, and there are some road crossings and short on-road linking sections. The majority of the path is well signposted.
- The Water of Leith is situated largely in a deep, steep sided glen. In places access to and from adjacent roads and other paths is via steps.



ROUTE DESCRIPTION

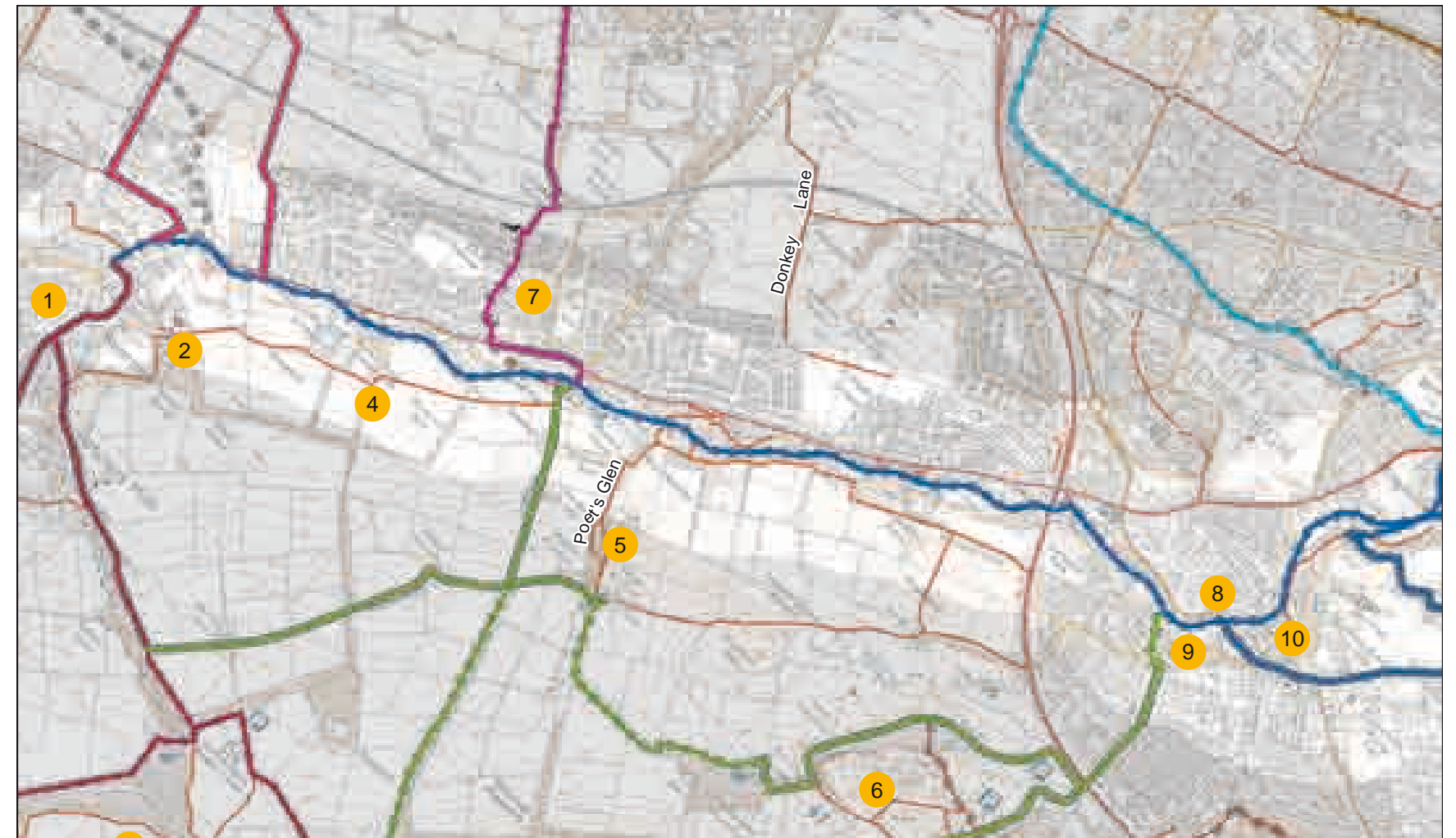
This path begins at Balerno High School (Bridge Road), which can be reached via quiet roads from the stations at Curriehill or Kirknewton. At this point the route links into paths up to the Pentland Hills via the Threipmuir Reservoir. The riverside path is a disused railway track, so is largely flat or gently sloping, with a good surface. It passes from Balerno, through Currie, where there are links into paths to Riccarton, Bonaly and a local path called Poet's Glen near Blinkbonny. A link from the south side of the Water of Leith at Currie via Poet's Glen, Easter Kinleith and Torphin through to Bonaly, and then into Bonaly Burn, can be achieved via the local path network. The river passes under the A720 City of Edinburgh Bypass and sweeps round to Colinton Dell, where the route follows the old railway line through a long tunnel. At Slateford aqueduct just past the Water of Leith Visitor Centre there is a connection, via steps, to join the Union Canal into Edinburgh, emerging at Fountainbridge, or you can continue along the Water of Leith. Wooden board walks enable access under the aqueduct (take care: the board walks are slippery when wet). The path continues past Saughton Prison and alongside Saughton Public Park. At the railway it is possible to leave the Water of Leith and head to Corstorphine Hill, otherwise continue along the Water of Leith route passing Murrayfield Stadium, through Dean Village to Stockbridge. There are various links to the city streets above the glen; these often involve long flights of steps. At Stockbridge the Water of Leith passes near to the Royal Botanic Gardens and continues through Warriston into Leith, where the river outfalls into the Firth of Forth.



Path near The Dean

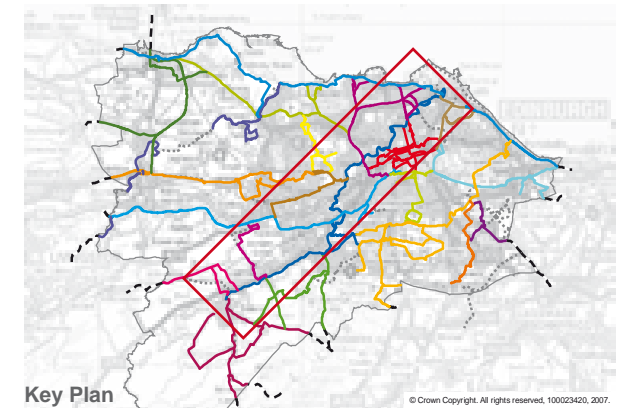


Path near The Dean

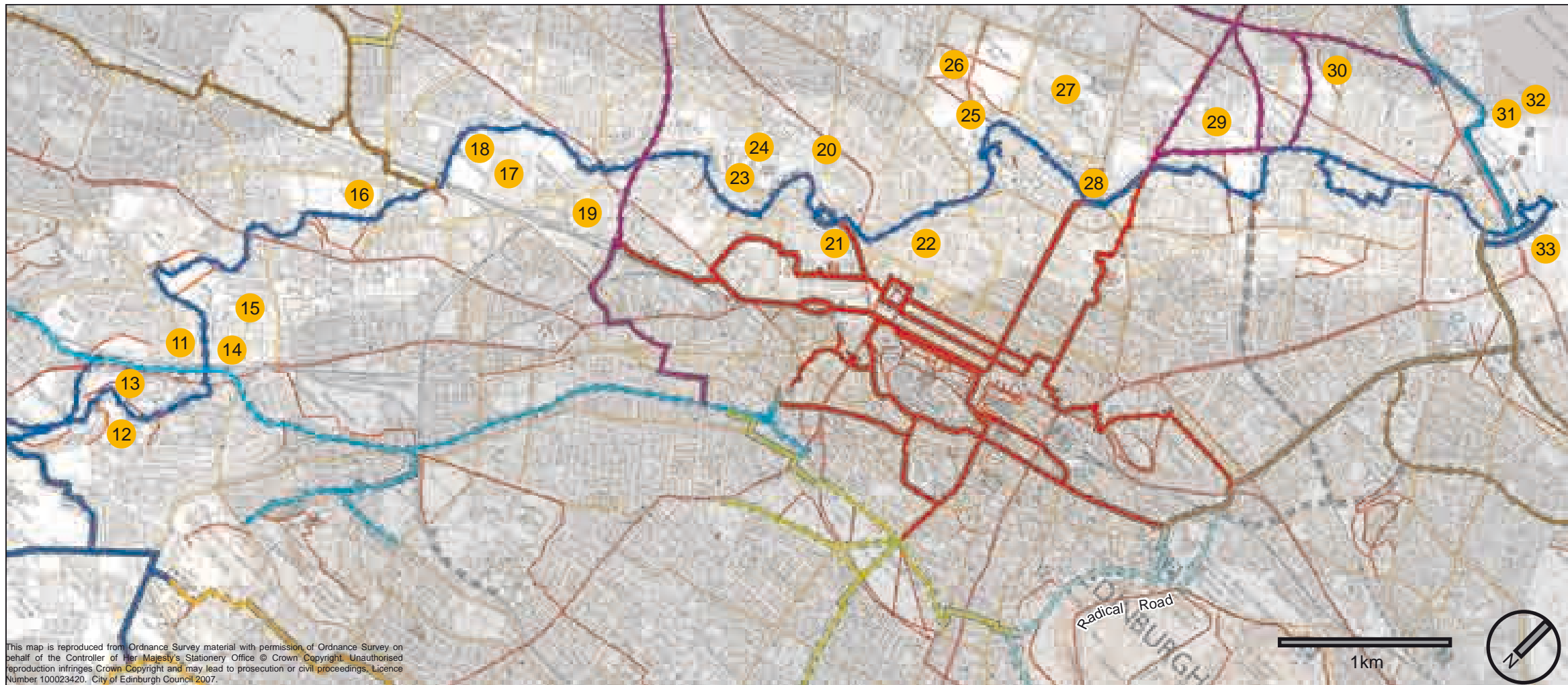
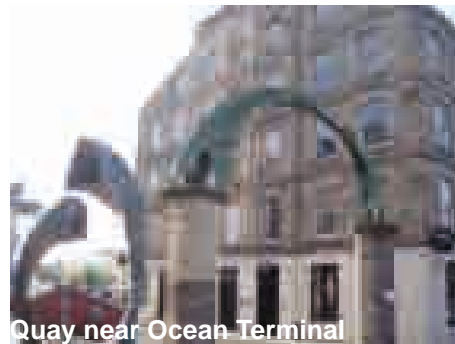
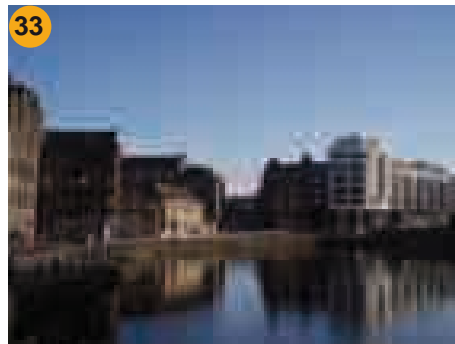
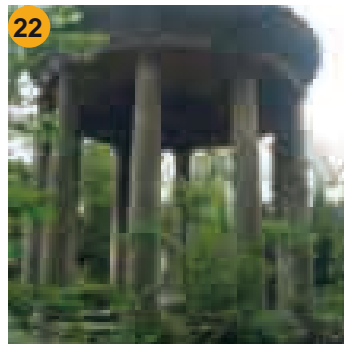


LANDMARKS AND PLACES OF INTEREST

- | | | |
|---------------------------------|--------------------------------------|---|
| 1. Balerno | 11. Slateford Aqueduct | 23. Scottish National Gallery of Modern Art |
| 2. Malleny Gardens | 12. Redhall House | 24. Dean Gallery |
| 3. Pentland Hills Regional Park | 13. Redhall Walled Garden | 25. Four Winds Inspiration Centre |
| 4. Lennox Tower | 14. Water of Leith Visitor Centre | 26. Inverleith Park |
| 5. Poet's Glen | 15. Corn Exchange | 27. Royal Botanic Gardens |
| 6. Bonaly Country Park | 16. Saughton Park and Winter Gardens | 28. Canonmills |
| 7. Currie | 17. Murrayfield | 29. Warriston |
| 8. Colinton Tunnel | 18. Ice Rink | 30. Victoria Park |
| 9. Spylaw Park | 19. Roseburn | 31. Ocean Terminal |
| 10. Colinton Dell | 20. Dean Village | 32. Royal Yacht Britannia |
| | 21. Dean Bridge | 33. The Shore |
| | 22. St Bernard's Well | |



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KEY

- CEC18-Water of Leith
- Off-road section
- On-road section
- Other Core Paths**
- CEC6-Firth of Forth
- CEC7-Claremont and Easter Road
- CEC8-North Edinburgh Paths
- CEC13-Sighthill to Carrick Knowe
- CEC14-Corstorphine Hill
- CEC15-Union Canal
- CEC16-Kirknewton
- CEC17-Riccarton
- CEC19-Harlaw and Threipmuir
- CEC20-Bonaly and Bonaly Link
- CEC21-Central Paths
- Local Paths
- Future Potential
- Landmark

CEC 19. HARLAW AND THREIPMUIR

PATH NAME: Harlaw and Threipmuir
REFERENCE NUMBER: CEC 19.

ROUTE SUMMARY

This network of paths connects the Pentland Hills to Balerno and links in to other paths connecting to Currie and Bonaly.

KEY FACTS

Distance: 19km

Southern Node: City of Edinburgh boundary within the Pentlands

Northern Node: Balerno

On road: some quiet roads

Off road: most

Connecting Core Paths: CEC18: Water of Leith, CEC20: Bonaly and Bonaly Link

ROUTE DESCRIPTION

These paths form part of a network of routes which provide connections into the north side of the Pentland Hills Regional Park. The area is a valued rural landscape and provides an easy connection to the countryside for the residents of Edinburgh. There are many other footpaths and bridleways in the Pentlands Regional Park which the Core Paths network connects.

The first path begins on the city boundary, adjacent to Hare Hill joining a cross boundary path from Loganlea Reservoir. From the city boundary the route passes north past Bavelaw Castle, Threipmuir Reservoir and Marchbank House to Balerno. Another path that continues from Midlothian is the Red Road, which merges with this path near Bavelaw Castle. In Balerno the route joins up with the other Harlaw / Threipmuir link, passes Mallyen House and then joins the Water of Leith route. The route between Bavelaw Castle and Bavelaw Marsh is a very steep, surfaced drive between an avenue of trees and with very little car traffic. Cars must be parked in the car park marked '6' on the map and not on this private drive.

The second path is a loop from the first, beginning at Marchbank House, travelling west and north to Cockburnhill then east along Cockburnhill Road to Balerno. These quiet rural roads make an attractive cycling or walking circuit.

The third path begins at the city boundary at Maidens's Cleugh, joining a cross boundary path from Glencorse Reservoir. From the city boundary the route leads north downhill to a ranger station, then onwards past Mallyen Mills to Balerno. Once in Balerno it converges with the first Harlaw / Threipmuir link.

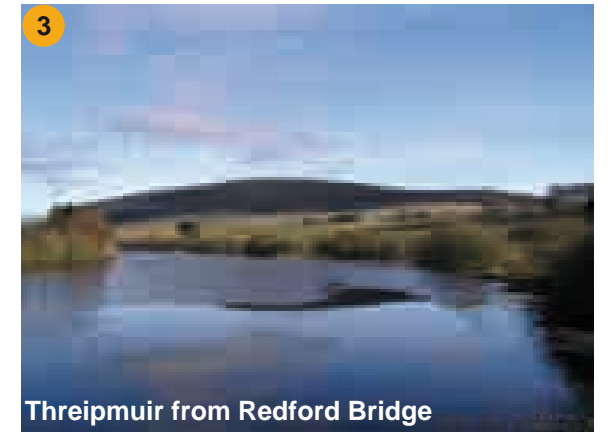
The fourth path forms a short west-east link between the two paths from the Pentlands. Its west end begins at a car park next to Threipmuir Reservoir. The path then passes along the north side of Threipmuir then Harlaw Reservoirs and ends at the visitor centre.

OPPORTUNITIES

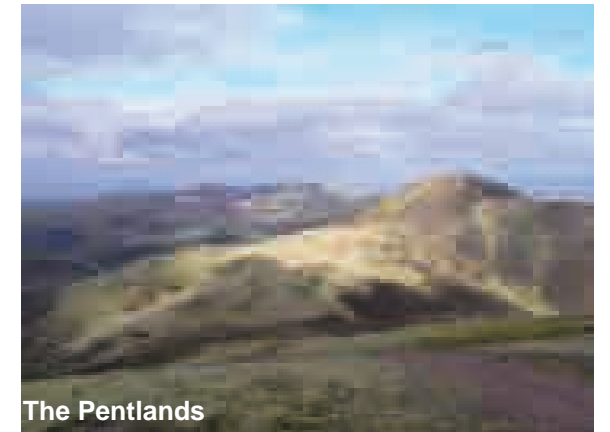
- Exploration of further off-road alternatives between Balerno and the Pentland Hills is desirable.
- Balerno Community Council has expressed an interest in developing an off-road alternative to Mansfield Road between the Balerno bus terminus and the car park at Threipmuir. The feasibility of this will be further investigated with the support of the South West Neighbourhood Team.
- NCN 75 may be subject to negotiations at Boll-o-Bere to be relocated to link with Balerno via Glenbrook Road.

PATH FEATURES AND SURFACES

- Follow Ranger Service advice to help conserve wild habitats.
- The Pentland Hills is a working environment. Dogs should be kept under proper control in sheep grazing and grouse nesting areas.
- Bavelaw Marsh to Bavelaw Castle: the route is very steep, but well surfaced.



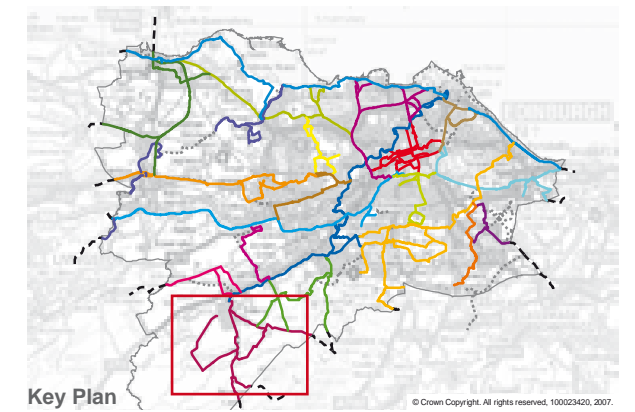
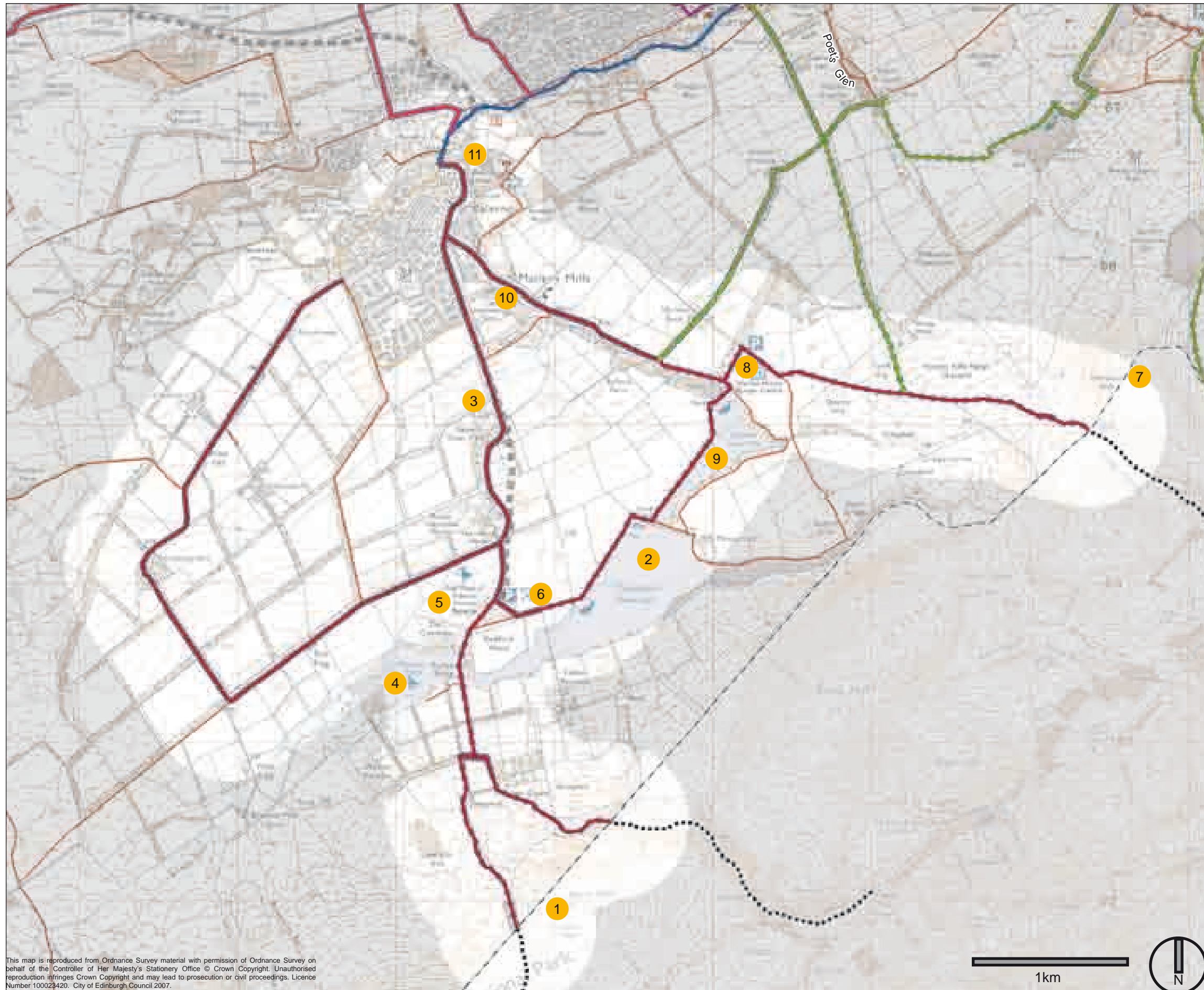
Threipmuir from Redford Bridge



The Pentlands



Panoramic view of the Pentlands from Allermuir Hill


KEY

- CEC19-Harlaw and Threipmuir
- Off-road section
- On-road section
- Other Core Paths**
- CEC16-Kirknewton
- CEC18-Water of Leith
- CEC20-Bonaly and Bonaly Link
- Cross Boundary
- Local Paths
- Future Potential
- 1 Landmark

LANDMARKS AND PLACES OF INTEREST

1. Hare Hill
2. Threipmuir Reservoir
3. Upper Dean Park
4. Bavelaw Marsh
5. Red Moss of Balerno Nature Reserve
6. Car park and picnic area
7. Harbour Hill
8. Ranger centre
9. Harlaw Reservoir
10. Mallyen Mills
11. Mallyen House (National Trust for Scotland)

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CORE PATH CEC 20. BONALY AND BONALY LINK

PATH NAME: Bonaly and Bonaly Link
REFERENCE NUMBER: CEC 20.

ROUTE SUMMARY

These paths form a network of routes connecting the Pentlands to Bonaly and the Water of Leith. The first path begins in Currie at the Water of Leith and connects to the Pentlands. The second path forms a west – east connection from the Harlaw path to Bonaly. The third path connects the Water of Leith and Bonaly in the north, via the Dean Burn, to the Pentlands in the South.

KEY FACTS

Distance: 12.5km

Southern Nodes: Harlaw path at Bavelaw Burn, Harlaw path at Cock Rig, City Boundary at Phantom's Cleugh

Northern Nodes: Water of Leith at Currie, Water of Leith at Bonaly

On road: Harlaw Road, Kirkgate, Torphin Road, Bonaly Road, Mill Road

Off road: farm tracks and bridleways

Connecting Core Paths: CEC18: Water of Leith, CEC19: Harlaw and Threipmuir, CEC17: Riccarton

ROUTE DESCRIPTION

This network of paths connects Currie, Bonaly Country Park, the Pentlands and Bonaly, and links into the large network of paths within the Pentlands Regional Park.

The first path begins at the Water of Leith at Currie where a minor road called Kirkgate rises steeply to its junction with Harlaw Road. Carrying on southwards, it rises to join the Threipmuir paths near Cock Rig, east of Harlaw Reservoir. Links via Poet's Glen and Woodhall Road on the southern side of the Water of Leith are possible via the local path network.

The second path begins at Balleny Farm on the Harlaw path. From here it continues eastwards to Easter Kinleith, up to Clubbiedean Reservoir, Torduff Reservoir and down to the public car park near Bonaly Tower. There is link to a local path from Easter Kinleith to Torphin Road via Torphin Quarry (disused).

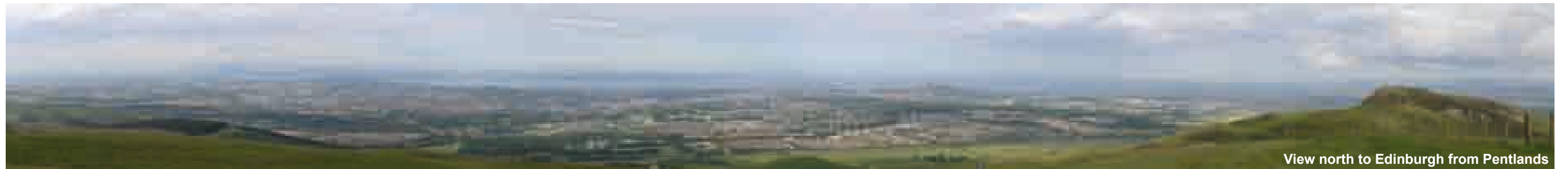
The third path begins at the Water of Leith in Colinton and it travels south past Bonaly tower and steeply up Dean Burn to Phantom's Cleugh at the city boundary.

OPPORTUNITIES

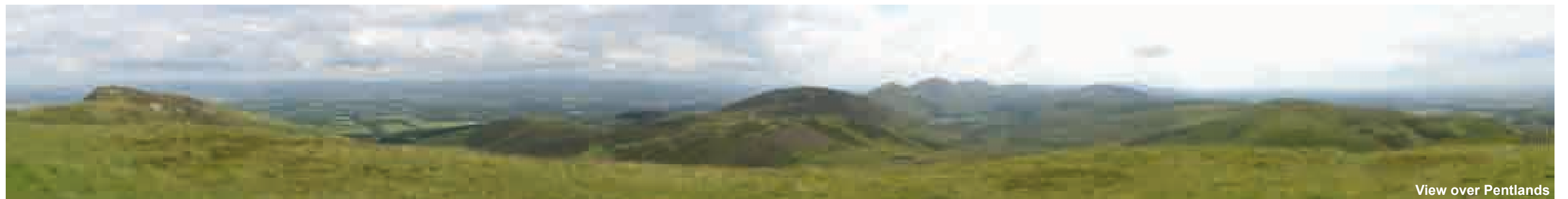
- Links with the numerous local paths in the Pentlands Regional Park could be promoted.
- The local route between Redford Road and White Hill (Bonaly Country Park) could benefit from upgrading. This is a long term proposition dependent on detailed agreement with landowners, principally the MOD. The current characteristics and condition of this route mean that it is not suitable for core path status at this stage.

PATH FEATURES AND SURFACES

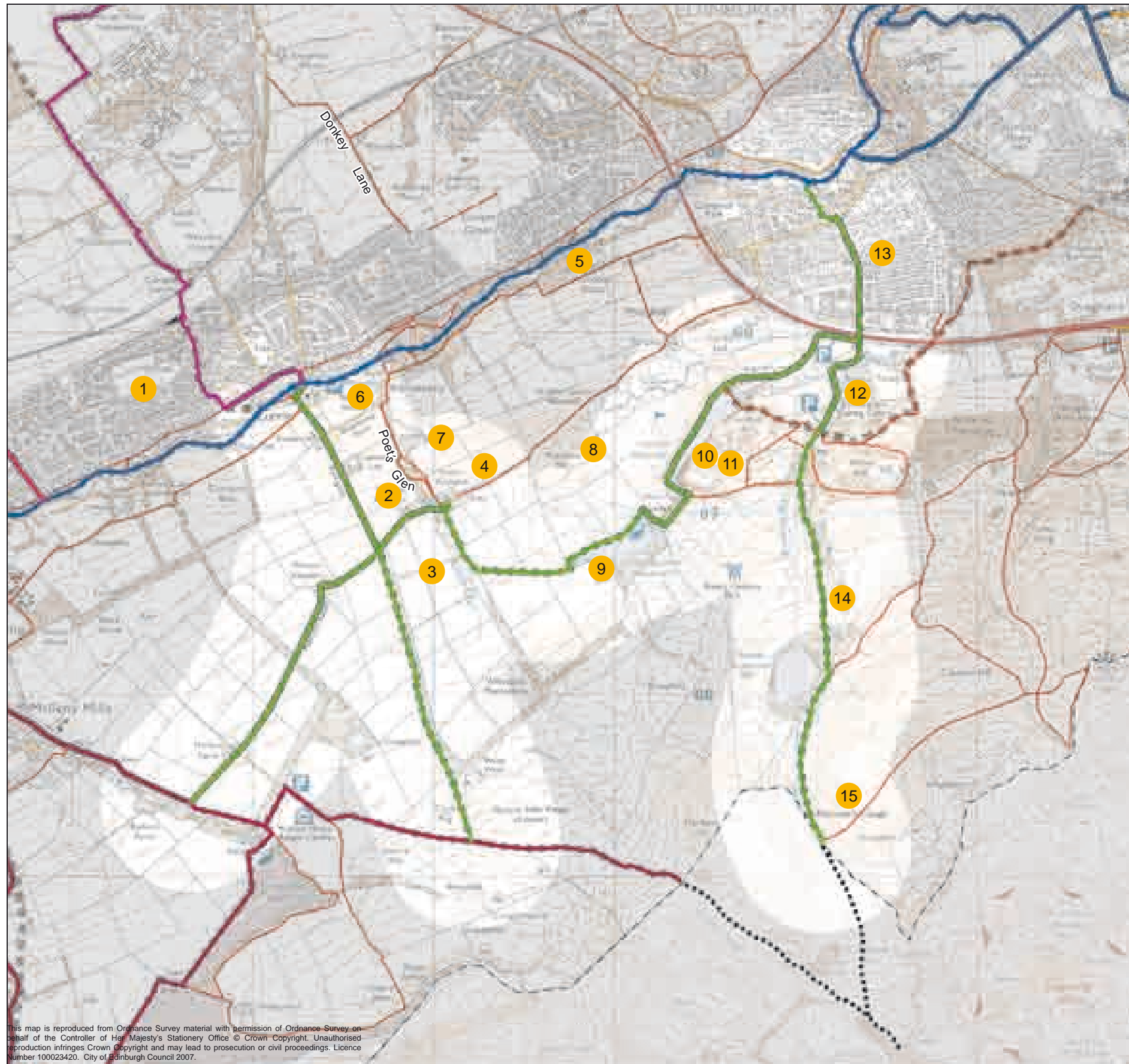
- Kirkgate is a quiet on-road section with a steep gradient.
- Paths are rural in nature, have sections with steep gradients and are unsurfaced in places.



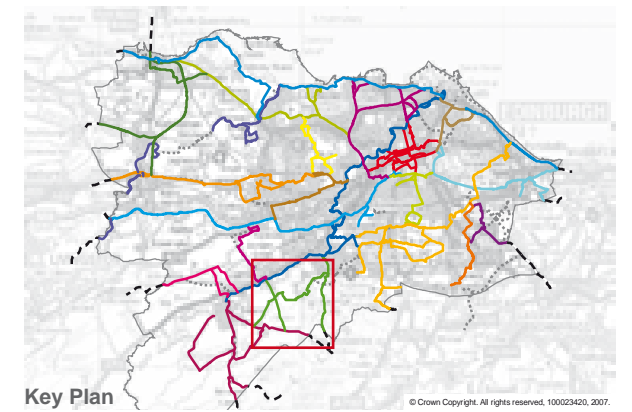
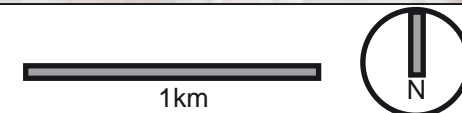
View north to Edinburgh from Pentlands



View over Pentlands



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KEY

- CEC20-Bonaly and Bonaly Link
- Off-road section
- On-road section
- Other Core Paths**
- CEC17-Riccarton
- CEC18-Water of Leith
- CEC19-Harlaw and Threipmuir
- Cross Boundary
- Local Paths
- Future Potential
- Landmark

LANDMARKS AND PLACES OF INTEREST

1. Currie
2. Middle Kinleith
3. Kinleith Burn
4. Easter Kinleith
5. Water of Leith
6. Moidart House
7. Poet's Glen
8. Warklaw Hill
9. Clubbiedean Reservoir
10. Torduff Reservoir
11. Torduff Hill
12. Bonaly Tower
13. Bonaly
14. Dean Burn
15. Phantom's Cleugh

CEC 21. CENTRAL PATHS

PATH NAME: Central Paths
REFERENCE NUMBER: CEC 21.

ROUTE SUMMARY

This is a network of key routes around the city centre.

KEY FACTS

Distance: 18.5km

Northern Extent: Water of Leith

Southern Extent: Edge of The Meadows

Eastern Extent: Easter Road

Western Extent: Haymarket:

On road: Majority

Off road: Few

Connecting Core Paths: Union Canal, Meadows Link, Easter Road, Water of Leith, North Edinburgh Paths

ROUTE DESCRIPTION

These paths form a network, of mainly on road routes for cyclists and roadside footways for pedestrians, around the city centre. The routes vary from busy main roads (some with cycle lanes) to quieter traffic restricted streets.

The city centre routes link into a number of the other core paths including the Union Canal, Blackford Hill to the Meadows, Innocent Railway, Water of Leith, North Edinburgh Paths, Clarendon and Easter Road.

The city centre routes form important connections from Haymarket to Waverley Stations, The Meadows to the Royal Botanic Gardens, Bruntsfield to Leith and West End to East End. One route follows, in part, NCN 1. In addition there is a loop which runs around Calton Hill and Royal Terrace Gardens which makes the connection to the east side of the city.

Although the majority of the city centre routes are 'on road', they are included within the core paths system because of the importance of linking the centre to the rest of the city. Also, given the historical and cultural importance of the city centre, it is important that it is included within the Core Paths system as a key area.

OPPORTUNITIES

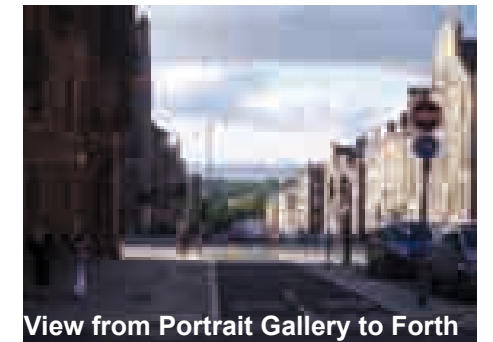
- Promotion of the NCN routes and improved signage would be beneficial.
- Use of the West End streets and George Street as quieter alternatives to Shandwick Place and Princes Street is possible.
- Greater encouragement of walking and cycling in the city centre is desirable.
- Preparatory work is under way to re-open Rodney Street Tunnel.
- The disused railway lines to the north east of the city centre could provide a basis for off road routes. Their potential for future transport links is safeguarded in the Draft Edinburgh City Plan.
- The Waverley Valley Coordinating Framework outlines proposals for new paths across the Waverley Valley in the future, including one that will connect a similar route to the walkway over Waverley Station that was closed several decades ago.

PATH FEATURES AND SURFACES

- A number of the roads are very busy traffic routes and appropriate care must be taken.
- Routes through Princes Street Gardens are closed after sundown.



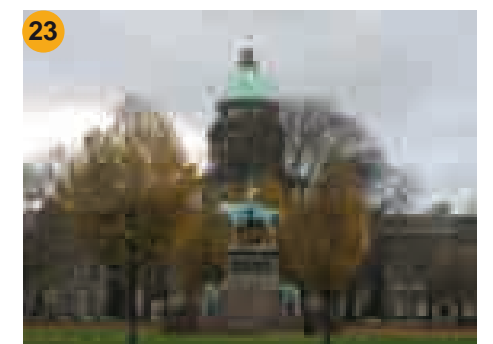
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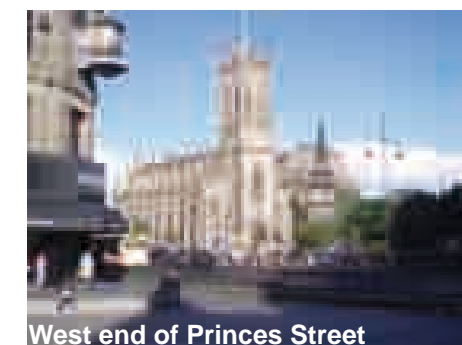
View from Portrait Gallery to Forth



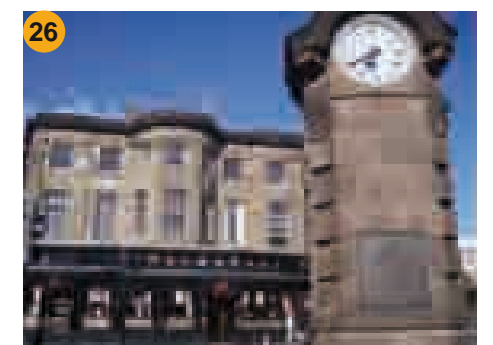
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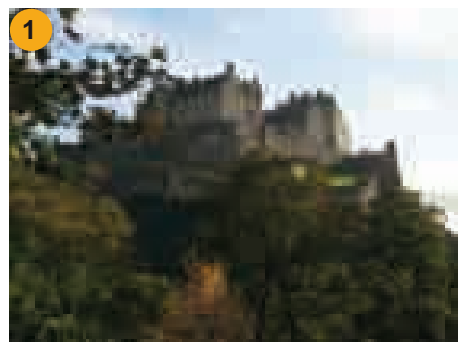
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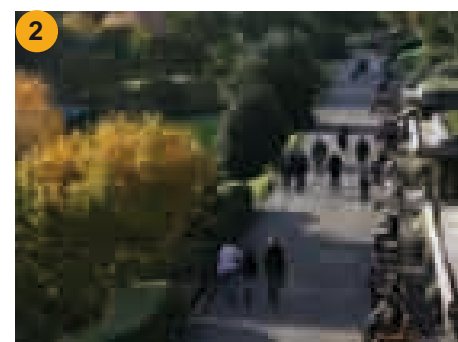
West end of Princes Street



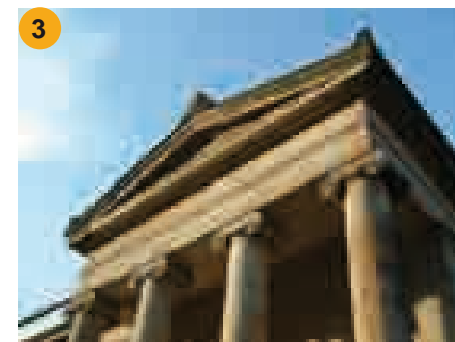
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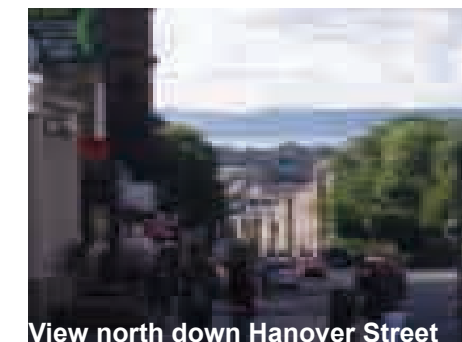
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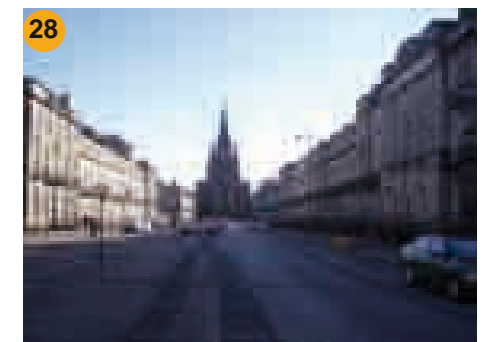
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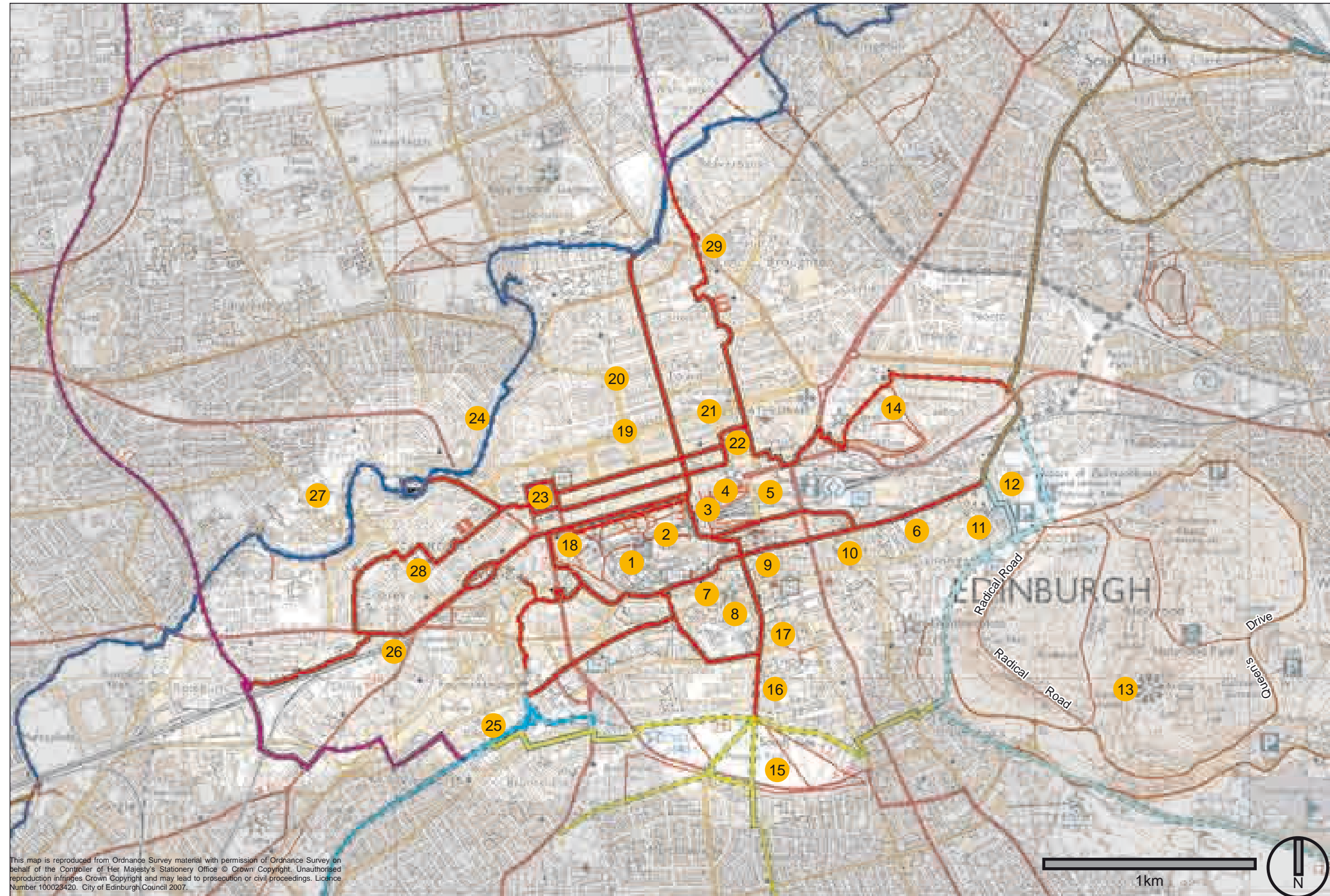
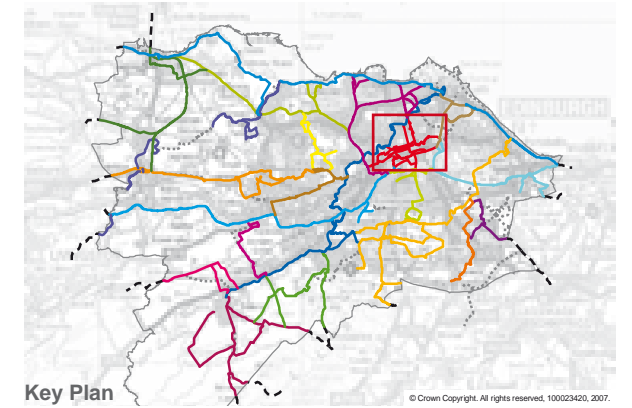
View north down Hanover Street



28

LANDMARKS AND PLACES OF INTEREST

- | | | | | |
|-----------------------------|-------------------------|-----------------------------|-------------------------------|--|
| 1. Edinburgh Castle | 5. Waverley Station | 12. Palace of Holyroodhouse | 19. Queen Street Gardens | 26. Haymarket Station |
| 2. Princes Street Gardens | 6. Royal Mile; | 13. Arthur's Seat | 20. New Town | 27. Scottish National Gallery of Modern Art |
| 3. National Gallery and RSA | 7. Grassmarket | 14. Calton Hill | 21. National Portrait Gallery | 28. St. Mary's Cathedral |
| 4. Scott Monument | 8. Greyfriars Church | 15. The Meadows | 22. St. Andrew Square | 29. Rodney Street Tunnel (preparatory work under way for re-opening) |
| | 9. St Giles Cathedral | 16. George Square | 23. Charlotte Square | |
| | 10. John Knox House | 17. George IV Bridge | 24. Water of Leith | |
| | 11. Scottish Parliament | 18. Princes Street | 25. Union Canal | |



KEY

- CEC21-Central Paths
- Off-road section
- On-road section
- Other Core Paths**
- CEC3-Blackford Hill to The Meadows
- CEC5-Innocent Railway
- CEC7-Claremont and Easter Road
- CEC8-North Edinburgh Paths
- CEC15-Union Canal
- CEC18-Water of Leith
- Local Paths
- Future Potential
- 1 Landmark

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The Assessment Process

The Edinburgh Core Paths Plan has been subject to a process of Strategic Environmental Assessment (SEA), as required under the Environmental Assessment (Scotland) Act 2005. This has included the following activities:

- Taking into account the views of the Scottish Environment Protection Agency, Scottish Natural Heritage and the Scottish Ministers (Historic Scotland) regarding the scope and level of detail that was appropriate for the assessment.
- Preparing an Environmental Report on the likely significant effects on the environment of the draft Core Paths Plan which included consideration of:
 - the baseline data relating to the current state of the environment;
 - links between the Plan and other relevant strategies, policies, plans, programmes and environmental protection objectives;
 - existing environmental problems affecting the Plan area;
 - the Plan's likely significant effects on the environment (positive and negative);
 - measures envisaged for the prevention, reduction and offsetting of any significant adverse effects;
 - an outline of the reasons for selecting the alternatives chosen;
 - monitoring measures to ensure that any unforeseen environmental effects will be identified allowing for appropriate remedial action to be taken.
- Consulting on the Environmental Report
- Taking into account the Environmental Report and the results of consultation in making final decisions regarding the Plan.
- Committing to monitoring the significant environmental effects of the implementation of the Plan. This will also identify any unforeseen adverse significant environmental effects and enable appropriate remedial action to be taken.

Findings

Adoption of the Plan will not result in creation of any new paths or any physical changes to existing paths other than installation of low-key signage. Promotion of core paths is hoped to result in an increase in walking, cycling and horse riding in the area but the impact on use of any individual path is expected to be very small.

The correspondingly small magnitude of individual impacts predicted to arise from the adoption of the Core Paths Plan across the plan area is not likely to cause significant individual or cumulative impacts on any environmental resources or receptors following implementation of the Plan.

The impacts of the Core Paths Plan on the integrity of environmental designations are predicted to be negligible and specific measures to mitigate the impacts are not therefore considered to be necessary. Information signage in particularly sensitive areas will help discourage activities that may adversely affect nature conservation and cultural heritage interests. Particular care is required along Core Path CEC6 where it runs close to the boundary of the Firth of Forth Special Protection Area, designated as a site of European importance for its bird populations.

The effects of implementing the core paths plan will be monitored by using and developing the monitoring regimes currently in place for access and infrastructure maintenance.

Monitoring

Monitoring of the environmental effects of implementing the Plan will be undertaken by regimes currently in place for local authority infrastructure maintenance and by environmental regulators. This will draw on several local authority departments, including: Roads Services who maintain adopted cycletracks and footways, the Countryside Ranger Service who manage paths through countryside sites including the Water of Leith Walkway, Local Neighbourhood Teams who manage CEC owned parks and green spaces, and numerous path management activities carried out by private land managers. Environmental bodies will also play a role in identifying significant unforeseen environmental impacts through their ongoing monitoring of protected sites. The council will consult with SNH with respect to their responsibility for monitoring various sites, the Wetlands Bird Survey which monitors bird numbers in the Firth of Forth, the City of Edinburgh Council's archaeology service and Historic Scotland who monitor the condition of many sites and structures protected for their cultural and historical value.

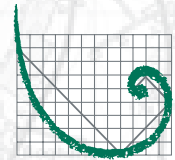
SEPA will continue to monitor water quality and will report back to the City of Edinburgh Council if the path network appears to be contributing to increased pollution. SNH have a responsibility to monitor and report on the condition of SSSI's and have a similar regime in place for monitoring the status of sites designated under the Habitats Directive, including Special Protection Areas and Special Areas for Conservation. Locally designated sites, such as Sites of Interest for Nature Conservation are the responsibility of local authorities, sometimes in collaboration with the Scottish Wildlife Trust, and existing programmes for maintaining the condition of such sites will continue throughout the implementation and adoption of the Plan. In the event of adverse effects being detected, CEC will investigate whether increased path usage as a result of core path designation has been a contributing factor and if so take appropriate mitigating action in consultation with the relevant agency.

The Annual Access Report will be extended to report all data on path use and its environmental effects collected during the previous year. Requirements for further monitoring will be considered in development of the Access & Open Space Strategies.

This approach is considered to be sufficient to identify significant unforeseen environmental effects. Information about management, maintenance and development of core paths will be collated annually and form part of an overall report on access related work across the CEC area.



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