

Dear Strategy promoters,

We welcome this document and the opportunity to comment on it. I personally attended the Pentlands NP workshop at Oxfangs Library, and have also read the full document on-line.

We are particularly impressed with Ch.3 of the doc, which discusses linear green corridors. This is very much 'usable' Open Space, and can serve recreational and health purposes for a whole variety of activities, and in some cases provide commuter routes of particular interest to cyclists.

We feel that the the OSS should be considered along with the Active Travel Action Plan (ATAP), and that one of the aims of both should be to identify particular commuter routes which could be earmarked for improvements as and when funds become available. The aim would be to make the best use of facilities we already have.

Many existing green corridor routes are already tarmac'ed and offer excellent commuting facilities. We would like to see other routes in the network brought up to these standards, with particular focus on routes which are, or could be, for commuting rather than purely for leisure. The problem with tracks which are only metalled is that they tend to become muddy when wet, and thus unusable for commuters, who do not wish to arrive with their persons and bikes covered in mud.

We welcome the list, in Ch.3, of "actions proposed to connect the network", with some imaginative ideas here such as the link from the Roseburn Path to the Canal, the Powderhall and Abbeyhill Loop lines when available, the Canal to Morningside via the South Sub, the SE Wedge parkland, and the Niddrie Burn restoration.

(Likewise, we would like to see improvements to existing routes such as the R Almond riverside route and the link at Port Edgar, as mentioned in the doc, though these are leisure rather than commuter routes and maybe deserve a lower priority.)

In addition to the above, we give below a list of potential commuter routes which we would like to see upgraded at the earliest opportunity, and which we feel could make a significant contribution to the CEC 'Charter of Brussels' target of a 15% modal share by 2020 - and since these are (or are part of) long-distance off-road routes, they might also help towards the target 50% casualty reduction. Most are believed to be in Council ownership:

Kingsknowe to Balerno (Water of Leith) via Colinton, Juniper Green, and Currie;

Water of Leith path from Baird Drive to Roseburn Park;

Hermitage path from Visitor Centre to Blackford Glen Rd;

Brunstane Station to Brunstane Mill Rd (Brunstane Burn path);

Newbridge - Kirkliston - Dalmeny old rail path (NB big current and future developments at Newbridge and Kirkliston);

Carrickknowe Golf Course path from east of Pinkhill to Balgreen Rd;

Back of Tesco at Davidsons Mains;

'Sewage Works' path at Seafield Rd.;

'Burning Bank' old rail path from The Jewel Asda via Newcraighall to Musselburgh Station (in conjunction with E Lothian Council).

At the neighbourhood consultations, the questions given us for discussion focussed largely on size of open space, and distance from residences (for new developments). But in discussion, it emerged that the concept of linear open space is equally if not more important, ie for residents to have easy access to corridors for walking, jogging, cycling, dog walking etc, or indeed to give off-road access to more conventional open space such as play areas.

I hope these comments are helpful and can be built in to the eventual Strategy.

Yours etc,  
Peter Hawkins  
CTC Lothians