

Freewheelin'

Cycle Repairs — Sales — Accessories

87 SLATEFORD ROAD
EDINBURGH EH11 1QR
Tel: 031-337-2351

Jocky Allan Cycles



115 Leith Walk
LEITH, EH6 6NP
031-554-8698

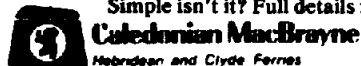
We specialise in wheel repair, cycle repair,
spares and accessories.
FALCON, PUCH, RALEIGH, PEUGEOT.

IT'S "FERRY" CHEAP BY BIKE

TO THE WESTERN ISLES

Charges for bikes on our ferries to the Scottish Islands are very low. e.g. Ardrossan-Brodick 20p; Oban-Lochalsh 40p; Kyle of Lochalsh-Kyleskuir 20p. New larger capacity service from Tobermory to Mingary Kilsnoan

Simple isn't it? Full details from..



The Ferry Terminal, Gourrock PA19 1QP
Tel. 0475-33755 Telex 779318

STRIP & SPRAY

HAVE YOUR FRAME & FORKS
EXPERTLY GRIT-BLASTED
& REPAINTED

HENDERSONS
Metal Cleaning Centre
113 PIERSHILL LANE EDINBURGH
Tel. 661-0870

Robin
Williamson
the Cycle Specialists

CORRECT CLOTHING
MEANS
COMFORTABLE CYCLING!

Visit our new Cycle Clothing Boutique at:-

26 Hamilton Place, Stockbridge
Edinburgh, Phone 031-225 3286

TWICE THE SIZE
OF ANY OTHER
BOOKSHOP IN EDINBURGH

James Thin Ltd

53-59 South Bridge · EDINBURGH
SCOTLAND'S LARGEST BOOKSHOP

IT'S ALL HERE
OVER 1,000 IN STORE

**City Cycles
Superstore**

30 RODNEY ST. EDIN. 031-557-2801

SPOKES

LEAFLET 32 33
LATE 1987
10th ANNIVERSARY ISSUE

SCOTTISH OFFICE ROAD PLANNING SCANDAL

Reliable sources close to the Scottish Office have revealed to SPOKES that normal policy in the Scottish Development Department is to forget about cyclists when planning new trunk road schemes.

The needs of cyclists are only considered if objections are lodged to the plans.

This "leak" ties in with the experience of Scottish cycling groups, in cases such as the Dumfries bypass (see inside), the M77/A77 extension (where slip roads will cut the Irvine/Pollock Park/Garden Festival route, and the appalling plans for the Dalkeith A7/A68 bypasses (see below).

Once objections are lodged, the Department reconsiders — as at Dumfries and, we hope, at Dalkeith.

DALKEITH BYPASS

Two years ago the Scottish Office published exciting plans for a Musselburgh/Dalkeith/Penicuik & Gorebridge walking and cycling path. These plans have been taken up enthusiastically by East and Midlothian District Councils.

Now the very same government intends to cut the route at four points by the A68 and A7 Dalkeith bypass!

Cyclists will still be permitted to push their bikes across these fast and busy new roads, after manoeuvring through cattle-proof gates.

Only last year the Government advised local councils that large roundabouts are a particular hazard for pedal cyclists, describing a range of measures to reduce the problem. But the official plans for the Dalkeith bypasses include five major roundabouts, with no thought to the safety of cyclists.

In all of SPOKES's ten years we have never seen road proposals which ignore the requirements of cyclists and pedestrians so blatantly. This is why we ask all cyclists to write in protest to their MPs and to attend our demonstration on 27th September.

Thanks to local MPs John Home Robertson and Alex Eadie, who have already raised this matter with the Minister, and Lothian Region, who have requested segregated crossings of the bypass for the cycle paths.

Grimshaw Report, Annex 3: Penicuik—Musselburgh) available for £2.55 from the Scottish Office Library, New St Andrews House, Edinburgh EH1 3SZ.

This is not good enough. The onus should be on the proposer of a new road to ensure that it is safe and does not detract from the existing or planned cycle paths which cross its route. The Scottish Office has a cycling officer, part of whose job is to ensure that "the needs of cyclists are fully considered when trunk roads are designed or improved".

Instead, the onus is on cycling groups to object to these plans, thus wasting public money on public enquiries and late alterations to the plans. Although the Cyclists' Touring Club tries to keep an eye on all trunk road plans, it is difficult for the cycling lobby to object to plans in areas where there is no organised cyclists' group.

The Scottish Office happily issues documents asking local councils to look after cyclists, but seems to make a point of ignoring its own advice when dealing with trunk roads, thus endangering the entire minor road network.

SPOKES will be trying to reverse this policy in the forthcoming cycling progress review (see inside). We ask cyclists and cycling groups to take this matter up with the new cycling Minister, Lord James Douglas-Hamilton or with their own MP. (Phone CAB for the name and address of your MP.)

DALKEITH BYPASS DEMONSTRATION

AIMS

- Save the Musselburgh/Dalkeith/Penicuik path.
- Improve cycle safety at the major roundabouts where the bypasses cut existing roads.

SUNDAY 27th SEPTEMBER

Meet 2pm in the centre of Dalkeith (Jarnac Court) for a short tour of the affected areas. Cyclists coming from Edinburgh can set out at 10.00am from the Usher Hall (Sunday ride included), or meet at the Commonwealth Pool at 12.30 pm for a leisurely 7-mile ride to the demonstration.

LOCAL MPS AND THE MEDIA WILL BE INVITED.

(Optional visit to Newtongrange Mining Museum and cafe afterwards).

SPOKES IS TEN

To celebrate our tenth anniversary we have published a special centre spread in this newsletter and will be organising a major cycling conference/event with the Regional Council in late November. Full details in the separate sheet in this Spokes mailing, or send an sae to SPOKES.



Lothian's new Cycle Project Team: Ken McLeod, Richard Williams and Murray Ralph.

LOTHIAN BOOST BIKES

SPOKES's tenth anniversary coincides most happily with our biggest breakthrough so far: the appointment of three full-time staff to deal with cycling matters in the Regional Highways Department.

The council has now acted on the four important areas needed to improve conditions for cyclists: staff, finance, consultation with cyclists and a master plan, the Grimshaw report.

Following the election to Parliament of Alistair Darling, the new chair of the Highways Committee is councillor Ron Muir, who opened the Pilton Path last year.

SPOKES has had the first consultation meeting with councillor Muir and the new Cycle Project Team. We were pleased to hear that the team, rather than being "lost" in some remote corner of the department will be responsible directly to Assistant Director Stewart Young. Their duties include planning new facilities and, equally important, ensuring that cyclists are considered in all road and traffic schemes and in major planning applications for superstores etc.

The four main areas of work will be: the off-road network; safe routes to schools; on-road schemes (initially Kings Buildings to George Square); and publicity and signposting.

Projects likely during the 87-88 financial year include: eastwards and westwards extensions of the Innocent railway path, a light-controlled pedestrian-cycle crossing of Melville Drive and shared use of South Walk, Granton Road-Newhaven railway path (if the council complete negotiations with BR - a very big IF, since the negotiations have been going on for some years), and an exciting new plan for a cycle route adjacent to the A90 from Cramond Brig to the B924

ST ANDREWS RIDE

Just a quick note that this year's ride reached the magic figure of 1000 participants. Details of sponsorship in the next leaflet.

The worst bit of the ride is certainly the main road ride to the station at Leuchars. Fife Regional Council is now interested in a pedestrian cycle path from St Andrews to Leuchars, but NE Fife District Council are very dubious about the proposal. Please write with your views to Cllr Derek Barrie, NE Fife District Council, Cupar, Fife.

STOP PRESS

The SPOKES symbol will appear in the grass at the top of the Mound for 10 days from 22nd September, celebrating our 10th anniversary.

FOR YOUR DIARY

Sept 11-13, Hadrian's Wall youth hostel weekend. Richard 667 3983

Sept 27, DALKEITH BYPASSES DEMONSTRATION - see p 1

Sept 27, there will also be a Sunday ride, starting Usher Hall, 10am and ending at the above demonstration. Harry 229 6274 or Alison 447 6782.

Oct 18, Sunday ride. 10am Usher Hall, Harry 229 6274.

Nov 8, Winter afternoon ride (inside the city). 1pm Usher Hall, ending at a members house for tea coffee at 3-4pm. Kenny 445 2444 or Sandy 551 2663. Ride will probably include a tour of new cycle facilities.

Nov 26, Cycling conference and evening event, details: Ian Maxwell (447 7544 eve).

Dec 6, Winter afternoon ride, arrangements as Nov 8.

OTHER REGIONAL COUNCIL NEWS

● Experimental on-street cycle lanes have been opened at the north end of Gilmerton Road. The council has asked for comment: if successful the idea will be tried elsewhere.

● The Picardy Place roundabout is to be completely redesigned. SPOKES has not been consulted but we would like to see complete removal of the roundabout, safe routes through for cyclists (eg from Broughton St to Leith ST, and a new right turn from Broughton St to York Place for cyclists (and buses?).

● Hopetoun Crescent is to be made one-way, leading to detours and additional right turns for cyclists.

● Cyclists will be allowed though a proposed road closure at Robbs loan but the existing closures as Chesser Crescent, Chesser Gardens and Eltringham Terrace are to be confirmed as no-go areas for cyclists (despite Department of Transport advice note 1/87 - see "book review").

EDINBURGH AREA TRANSPORT STUDY

Lothian Regional Council has set up a massive study on public transport systems, and a preliminary leaflet has been sent to every house in the city. While welcoming this study, we regret that there is NO mention of cyclists in any of the public transport schemes.

CITY CENTRE

Cyclists have been included from the very start in consultations by Edinburgh District Council on the strategy for redeveloping West Central Edinburgh.

Completely new north-south and east-west paths for pedestrians and cyclists are a major feature of the plans. They will run from the Canal Basin to Canning Street and from Festival Square to Morrison Street (tree-lined down to Haymarket), and SPOKES has suggested that they could be linked to other nearby routes, particularly the Roseburn and Meadows paths, as proposed in the 1985 Grimshaw Report.

There is an interesting comparison with Glasgow, where the Loch Lomond-Glasgow and Irvine-Glasgow paths will link in with the Garden Festival Site. Cyclists may be neglected in most English towns, but Scotland's two largest cities appear to have adopted the more enlightened approach to cycling, as seen in much of Europe.

The West Central strategy document is on show at the Planning Department, 18 Market Street, to whom comments should be sent.

Meanwhile the District Council's Bingham walk cycle path (Mermaid statue to Duddingston Park South) is now under construction. This forms the last major missing link in the Southside-Portobello route apart from the east and west extension of the Innocent path - where we still are waiting for some action from the Regional Council.

NEWS FROM THE LOTHIAN

REGIONAL COUNCIL MONEY

In recent years Regional Council Officials have told us that although they had offered assistance to District Councils with cycle facilities, no requests for help had been made. The recent Transport Policy Plan document shows the opposite.

On 16/4/86 Midlothian Council wrote "Your Council is urged to consider (giving assistance) to Midlothian and East Lothian to assist in the development of the Penicuik to Musselburgh cycle path."

On 22/5/86 West Lothian wrote, "The Regional Council's decision to concentrate on the development of cycle facilities in Edinburgh is less than even handed".

EAST LOTHIAN

Following objections and lobbying of councillors by SPOKES members, the Crookston Road-Wallyford cycle route will not be cut when BR electrify the railway - a pedestrian cycle bridge will be provided.

The Council is working on 2 sections of the Penicuik/Musselburgh route during this financial year: Dalkeith-Whitecraig (Smeaton Line) and River Esk-Cowpits. Strenuous efforts are required to prevent the government's Dalkeith Bypass proposals ruining this route (see p.1).

As part of the Boness-Haddington Grimshaw report, the Council is also working on paths at the Musselburgh lagoons and Haddington-Longniddry railway.

SPOKES East Lothian Group: Tom Paul, 665 6593.

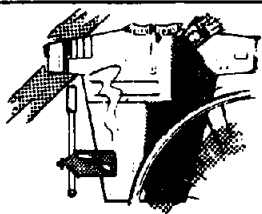
MIDLOTHIAN

The District Council is supporting the Penicuik/Musselburgh route, and is also trying to get funding for renovating the Bilston Viaduct and providing approach pathways from Loanhead. The viaduct provides a safe and level route from Loanhead-Roslin, avoiding a steep twisty road. SPOKES strongly supports the Council's plans. SPOKES Midlothian Group: Tony Galloway, 663 6000.

WEST LOTHIAN

The Council has asked to meet SPOKES to discuss cycling in the District. One interesting plan to be discussed is the Linlithgow-Queensferry route, passing through the Hopetoun Estate, and linking to both the Forth Bridge and Edinburgh District Council's Newbridge-Queensferry-Port Edgar path.

Livingston Development Corporation has a number of cycle route proposals but, like SPOKES, is upset at the Regional Council's three-year-plus delay in passing the order to allow cycling on footpaths.



MORE FUN, MORE CHOICE,
MORE STYLE.

Edinburgh Bicycle Co-Op

5 Alvanley Terr. (Bruntsfield) Edinburgh 031 228 1366

NOW OPEN ALL DAY
TUESDAY TO SUNDAY 10:00-18:00

INSTANT CREDIT AVAILABLE. VISA & ACCES WELCOME.



Ten Years of SPOKES



Dave du Feu: editor of 33 SPOKES newsletters and stalwart of the resources group.

1977

Members of Friends of the Earth meet to discuss how to promote cycling in Edinburgh. There is instant controversy. The "political" faction forms SPOKES and decides that it will be a Lothian cycling campaign. The "non-political" faction form the Friends of the Earth Bike Workshop.

1978

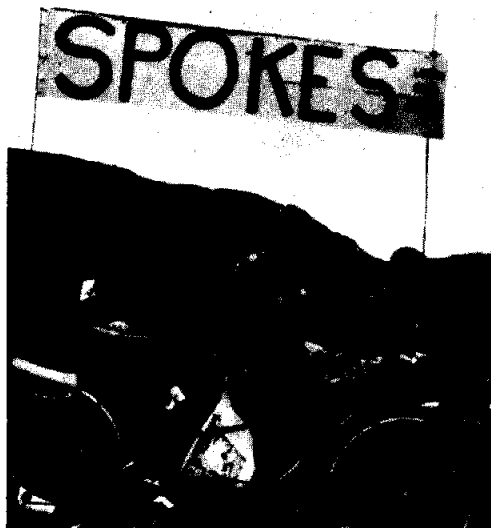
First SPOKES leaflet published and delivered to the City Chambers on a tandem. Survey shows at least 800 people cycle around the Meadows every morning, plan for Meadows cycleway published. Over 100 people attend the SPOKES Regional Council election forum. SPOKES receives extensive publicity and support following an ill-judged attack in the letters column of the *Scotsman* from councillor Ralph Brereton, who said, "SPOKES can get lost and take its commie friends with it". 500 "commie friends" attend the first SPOKES demonstration, a mass ride along Princes Street. The *Evening News* says, "By all means give cyclists their right of way. It could lead to bigger things . . ."

1979

SPOKES's first big planning success when plans for the new Bristo Square are changed to include cyclists after objections from SPOKES. Following a public enquiry attended by SPOKES the new Lothian structure plan promises "schemes to encourage more people to walk and cycle for work and leisure". SPOKES demonstration calls for urgency on Meadows cycleway plans, and SPOKES joins the widespread public campaign to scrap inner-city approach road plans. SPOKES takes part in nationwide campaign following British Rail restriction on people taking bikes on Inter-City 125 trains.

1980

SPOKES revelations about the cycle parking "Scandal at the Scottish Office" reaches the *Guardian* and *Times*; the government backs down and agrees to install Sheffield racks. The 80-page SPOKES paperback, *Edinburgh for Cyclists* is published, and SPOKES hold a major planning seminar addressed by experts from England. Cars all over the city are leafleted in our "Go To Work On A Bike" campaign.



1980: Robin Cook MP at the SPOKES rally

(Ian Maxwell)

1981

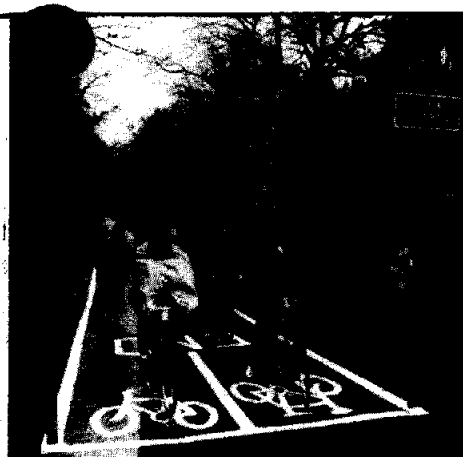
Lothian agrees to convert Roseburn, Trinity and Innocent disused railways to paths for walking and cycling. First Sheffield cycle parking rack installed by the council, the opening ceremony performed by SPOKES member councillor Willy Roe. Warriston/Leith railway path opened by Edinburgh District Council. Lothian Region holds a public consultation on a city-wide network of cycle routes.

1982

English transport minister Lynda Chalker opens the Innocent Railway path. SPOKES highlights the total inaction of the Scottish Office regarding cycling and SPOKES members Gavin Strang MP and Robin Cook MP raise the matter in Parliament. 400 cyclists join the first Edinburgh to St Andrews ride.

1983

Meadows cycleway open at last! Scottish Cycle Campaign Network starts by persuading the Scottish Office to appoint John Grimshaw for a study of disused railway lines in Scotland. Following a SPOKES/Council seminar, Lothian appoints John Grimshaw as a consultant. SPOKES starts a major campaign against revived proposals to extend the West Approach Road to the M8 and along the Roseburn disused railway.



1983: Opening of the Meadows cycleway.

(Chris Hill)

1984

SPOKES "Save the Smeaton Line" demonstration, attended by Gavin Strang MP, saves part of a crucial link between Musselburgh and Dalkeith which is threatened by plans for the Musselburgh bypass. In Parliament, Lord James Douglas-Hamilton MP supports SPOKES protests over government plans to ban young children from cycling on Edinburgh pavements. Strathclyde Region plan the Glasgow-Loch Lomond path, Scotland's first long distance cycle route.

1985

Grimshaw report on Lothian is published and approved. SPOKES continues to highlight the drastic underspending of the Regional cycling budget. Vice-convenor Ian Cramond opens Scotland's first light-controlled cycle crossing at Potterrow. Newly elected Edinburgh District Council starts regular Cycle Co-ordination Group meetings with SPOKES and publishes major proposals for cycle routes in parks, Sheffield parking racks at libraries etc.

1986: Cllr Ron Muir opens the Pilton Path.



(Hill)

1986

Scottish Cycling Review and Grimshaw Report published, at last bringing Scottish Office policy into line with that of England. Under supervision of Sustainable Transport, SPOKES volunteers build the 3/4 mile Pilton Path, completing a five mile off-road route between Roseburn and Cramond which has only one road crossing. Roseburn/Granton/Davidsons Mains railway path is asphalted, as proposed by SPOKES member councillor Donald Gorrie. St Andrews Ride raises £5000 for LEPRA charity.

1987

SPOKES's biggest success so far, when Lothian Regional Council appoints 3-person cycle project team and starts regular consultation meetings with SPOKES. Cyclists' map of Edinburgh published. Cyclists neglected in plans for the Dalkeith bypass, leading to SPOKES campaign. St Andrews ride attracts 1000 participants.



1987: Refreshment stop on the St Andrews ride.

TENTH ANNIVERSARY SOUVENIR

If you want to know more about the first ten years of SPOKES, why not order a set of SPOKES leaflets (some early issues photocopied). Only 90p (inc. p&p) or send £1.50 for a leaflet set plus *Edinburgh for Cyclists* paperback.



Lord James Douglas-Hamilton MP. will his appointment bring a better deal for Scottish cyclists?

GOVERNMENT CYCLING REVIEW

Immediately after the General Election, the Scottish Cycle Campaign Network wrote to Lord James Douglas-Hamilton, new minister responsible for cycling at the Scottish Office, asking for a meeting. This request was turned down, but instead the government announced a "review of the progress which regional, island and district authorities have made towards the provision of facilities for cyclists". (We trust that this review will also cover what progress the Scottish Office itself has made!)

In their letter, the Scottish Network pointed out that although the Scottish Office had taken several welcome steps in 1985 (see SPOKES leaflet 27), things have slipped backward subsequently.

Firstly, cyclists are being neglected in trunk road design (unless objections are lodged). Second, the government is largely neglecting the Grimshaw report, even though major routes such as that from the Central Belt to the Highlands are very unlikely to go ahead without some government involvement. Third, the advice notes to local councils on how to cater for cyclists, issued by the English and Welsh Departments, have not been issued in Scotland. (Documentants issued down south in early 1986 are still "being considered" by the Scottish Office cycling officer). Fourth, government financial restrictions on British Rail are having increasingly worrying consequences for the carriage of bikes on trains.

The fact that the Scottish Office has offered to review the situation only two years after its 1985 announcement is a surprising and welcome development. SPOKES hopes that it is a sign that the new minister will be taking an active interest in provision for cyclists, as he did as a local MP in the previous Parliament. If you wish any point to be considered in the Review, write now to your MP (phone CAB for name and address).

OUTSIDE EDINBURGH....

George Pennel Cycles
3 High St., PEEBLES, EH45 8AG. Tel. 0721-20844.

We would be pleased to list other shops in Lothian or Scotland. Please apply for terms.

Pressure on space in our existing office has increased recently, and we are negotiating for new office space. Further details may be enclosed with this newsletter. If we move we will need to find some cupboards to contain the stock of T-shirts and other products. Any offers to Ian Maxwell on 556 3882 (day) or 447 7554 (eve).

OTHER SCCN NEWS

The Galloway Cycling Group has achieved major successes with its objections to the Dumfries bypass plan produced by the Scottish Office, which originally omitted cyclists totally. There will now be pedestrian/cyclist underpasses at two major roundabouts, a further shared underpass and overbridge at other points and a shared path beside part of the bypass. The Regional Tourist Board is preparing a cycling brochure and there may be a cycling festival in 1989 to celebrate the 150th anniversary of the invention of the bicycle. Details: John Taylor, 055667-395. Following objections from SPOKES, plans for the Cockburnspath bypass have been revised so that lengths of the old road will remain open for pedestrians and cyclists.

It is unfortunate that there is no active cyclist group on Grampian, for several reports have been received that the Council is installing gratings with bars running parallel to the road. At least one accident has been reported recently.

There is no minor road or path between Melrose and Newtown St Boswells, and the Borders Regional Council now plans to realign the A6091 on the old Waverley Line path, so removing the chance of providing such a path in future. A Waverley Line path could also include a link to Leaderfoot viaduct, an outstanding structure.

Several members have written to MPs and the BR about the new Sprinter trains which, according to rumour, may eventually be introduced on all Scottish internal services. BR replies that the internal design of the Scottish Sprinter trains is not yet totally final, and that extensive research on bicycle use on the Highland lines will be conducted this summer. However, restrictions will be introduced if there is too much demand. Letters to MPs and the press are still worthwhile to keep up the pressure.



Route for Cyclists (Compulsory)

FORTH CYCLES



15 BRIGHTON PLACE, EDINBURGH 657 2973

BOOK REVIEWS

Many interesting books/pamphlets have emerged recently.

"Wheels Within Wheels" by Mick Hamer (RKP, £5.95) takes the lid off the most powerful political lobby in Britain - the road lobby - an alliance of the car industry, oil moguls, juggernaut operators and road builders. The book shows how their immense wealth is used in a largely successful attempt to control the national transport policy. Cyclists will also find the historical section interesting, with its detailed analysis of how the road lobby started out from within the CTC and other cycling bodies.

Anyone who was involved in the campaign against the Western Relief Road will enjoy reading "Capital Schemes" (£2.00, FoE, 377 City Road, London EC1V 1NA). This 66-page booklet shows how road building in London has led to more and more commuter traffic, with little attention to the needs of public transport, pedestrians and cyclists. New government road plans threaten more of the same.

"PRO BIKE - a cycling policy for the 1990s" (£1.25, FoE) outlines the framework that is necessary to stimulate cycling in this country. Written by FoE cycle campaigner Andy Clarke, it also contains a host of useful facts and figures, just the ammunition you need to back up your case for cycle facilities.

Traffic Advisory Leaflet 1/87 (free from Room C10/19A, Dept of Transport, 2 Marsham St, London SW1P 3EB) is an exceptionally useful

guide for bike campaigners, showing how pedestrians and cyclist should be catered for in residential areas. This government advice note includes the statement "Environmental road closures should always include cycle gaps", and shows how one-way streets can be converted to two-way cyclist usage (using the "plug" and "slip" method).

Also free from the Department of Transport is a lengthy discussion document, "Road Safety, the Next Steps". The Minister of Transport, Paul Channon, hopes to reduce road casualties by 1/3 by the year 2000, and special attention will be given to pedestrians, cyclists and low-cost traffic engineering measures. The paper has many good points, but a fundamental weakness is that the possible contribution of improved public transport to road safety is not considered, as is being done all over Europe. This is surely as good as an example of the power of the Road Lobby (see above). As regards cyclist safety, the failure of the Scottish Office to take proper account of cyclists (see pp2-3) must be brought forcibly to the attention of this review, so do send in your comments.

TOUR DE FORTH

A sponsored cycle ride in aid of Disability Scotland will be held on 4th October. The route includes the Forth and Kincardine bridges, with rest stops at Culross and Boness Steam Railway. Details: 229 8632.



SANDY GILCHRIST CYCLES

1 CADZOW PLACE ABBEYHILL, EDIN

SUPERB RANGE OF CYCLES & FRAMES IN STOCK - OR BUILT TO YOUR REQUIREMENTS.

CLOTHING, SPARES, ACCESSORIES, INCL. TRAINERS & ROOF-RACKS.

WHEEL BUILDING OUR SPECIALITY. INSTANT CREDIT AVAILABLE (WRITTEN DETAILS ON REQUEST).

LATE NIGHT THURSDAY - 7p.m.

031-652 1760



'CYCLES'

NEWINGTON

12 West Preston Street, Edinburgh 8
031-667-6239

HOLDSWORTHY, DAWES, BMX

Sales, Spares, Repairs. Wheel-building. Gear repairing. Cycles and Frames to your specification.

You're on a good thing with a
RALEIGH from
MACDONALDS

FRAMES PANNIERS
SHOES GROUP SETS
RIMS WHEEL BUILDING
CLOTHING SPECIALISED TYRES

26 Morrison Street 031-229 8473
opposite ABC Cinema

The Great Outdoor
Specialist



THISTLE CENTRE STIRLING • ROSE STREET PRECINCT, EDINBURGH • WELLINGTON PLACE, LEITH, EDINBURGH • NETHERKIRK GATE, ABERDEEN