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This was recognised in the District Council's strategy, which includes a north-south pedestrian-cycle route between the Canal Basin and Canning Street, enabling many cyclists to avoid *Lothian Road altogether!!* There is also an east-west route from Festival Square to Morrison Street (which would be tree-lined down to Haymarket). This could link to the north Edinburgh cycle route network via the imminent Dalry-Roseburn connection.

Despite these great ideals, discussions in the press of actual plans for the sites do not mention cycle facilities. Continuing pressure is needed if cyclist safety and convenience is to be taken into account in what is built, rather than just a token gesture of bike parking.

The first development, **Lothian Road**, centres on a 100 million conference centre. The West Approach Road may be re-routed into a tunnel, emerging further north, and allowing a pedestrian-cycle route to cross above, and allowing a pedestrian-cycle route to cross above. The second site is the massive former Co-op area between Morrison Street and Fountainbridge, which should include the Canal Basin end of the north-south path. However, with work to clear the site already complete, no definite plans to include cyclists have yet been seen.

Finally, the District will soon announce its intentions for Morrison St. Goodsyards, currently a vehicle park. We confidently expect this to include a link from the Roseburn-Dalry path towards the City Centre. This will need to get cyclists both to Morrison St-Festival Square (as above) and towards the Meadows (as in the Grimshaw Report).

Decisions being taken now will determine the future of Tollcross, West End and Haymarket for years to come. The complete redevelopment of such a massive part of the inner city is unique, and it is crucial that the Council's good intentions for cyclists become a reality. PLEASE CONTACT YOUR COUNCILLOR AND ASK HIM/HER TO TAKE THIS UP. (See page 1 for phone/address).

TRAMS FOR EDINBURGH?

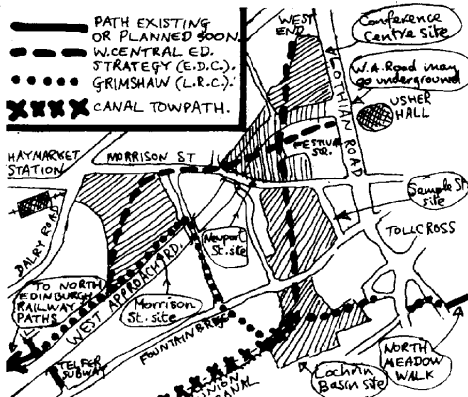
In November Lothian's Public Transport Study reveals their preferred option - light rapid transit (LRT), better bus or rail services, a metro, or some combination. Whilst supporting the objectives, SPOKES will look carefully at the effect on cyclists. **We urge members to read press reports and write to Regional councillors.**

One problem may be use of disused railways for LRT. This may be justified in places, but alternative provision for cyclists must be made at the same time, and this must be fully covered in all reports. In particular, any re-opened single-track rail service to Dalkeith should include a pedestrian-cycle route alongside, as proposed by the Region's own Planning Department 2 years ago.

Carriage of bikes, prams, wheelchairs, on LRT must also be considered - especially on steep routes such as Canonmills to the Mound. This is done in several continental systems, e.g. by external racks, tram trailers, or articulated trams with a 'low loading' section. Whilst Lothian has promised to consider bikes in the study, **Birmingham City** has gone further and asked the local Passenger Transport Authority "to ensure that new rolling stock for local rail and future LRT is designed to take bicycles, prams and wheelchairs". (Cycling Policy for Birmingham, City Engineer's report, Dec. 1987).

One hazard of on-road LRT would be having to cycle across tramlines. CTC Rights Officer Mark Jarman has written to the Railway Inspectorate asking for standards to protect cyclists, since many cities are considering LRT.

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