

SPOKES *The Lothian Cycle Campaign*

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DRAFT

SPOKES submission to the Network Rail Scottish Route Study Consultation¹, March 2016

Spokes comments on the Consultation, as follows:

1. Proposed Cycle Audit Scheme

Spokes recommends that Network Rail formally include cycling implications as a fundamental design element and consideration for all future infrastructure work. In order to achieve this we propose that Network Rail implement a formal Cycle Audit process to ensure that cycling aspects are not overlooked. This could, for instance, be modelled on the Transport Scotland Cycle Audit published in Cycling By Design:

“The objectives of cycle audit are as follows:

- To ensure that the current and future needs of cyclists within a scheme are recognised and developed;
- To ensure that the infrastructure provided for cyclists is in accordance with current best practice; and
- To ensure that there are no elements of infrastructure within a scheme that will endanger or unnecessarily impede cyclists or other users.

The Cycle Audit is a means of checking design decisions in a formal and consistent manner throughout the design process. The extent of work required to carry out the Cycle Audit will depend on the scale, type and complexity of the scheme.”

The areas of review would include:

- Cycle access to stations
- Cycle storage at stations
- Cycling implications of new route construction

¹ <http://www.networkrail.co.uk/Scotland-Route-Study-Draft-for-Consultation.pdf>

This process should include meaningful stakeholder consultation at all stages of the process, including with, but not limited to, the Scotrail Cycle Forum. If properly implemented, such a scheme would help avoid the less than satisfactory Cycle Access and Cycle Parking recent issues, such as:

Cycle Access to Stations

- The closure of the ramps for cycle access at Waverley Station, now thankfully reinstated thanks to the creation of the Scotrail Alliance.
- The design and construction of Bathgate-Airdrie without adequate links to nearby communities. There is still a missing section of NCN Route 75 at Armadale Station.
- The Galashiels – Tweedbank cycle path stops short of Tweedbank Station.
- Banning cycling from the underpass at Gogar Interchange Station

Cycle Parking at Stations

For example: The redevelopment of Haymarket Station, where no provision whatsoever was made at the planning stage for any additional parking facilities for passengers arriving by bicycle. Although this was later recognised during the building stage, no additional facilities were eventually included, not even extra parking spaces. This being despite the enormous unsatisfied demand for bicycle parking facilities. Bike-park currently under construction there is a retrospective add-on.

In addition, the Cycle Audit process should address the:

Cycling Implications when designing new routes

Where new route construction is proposed, such as new lines, this should include consideration of (1) the impact on existing cycle routes or roads used by cyclists and (2) the opportunities to improve cycle opportunities in the area. In particular, bridges or underpasses should be provided to ensure that existing cycle routes are not cut by new routes, and new connections may also be possible, working with the local authority

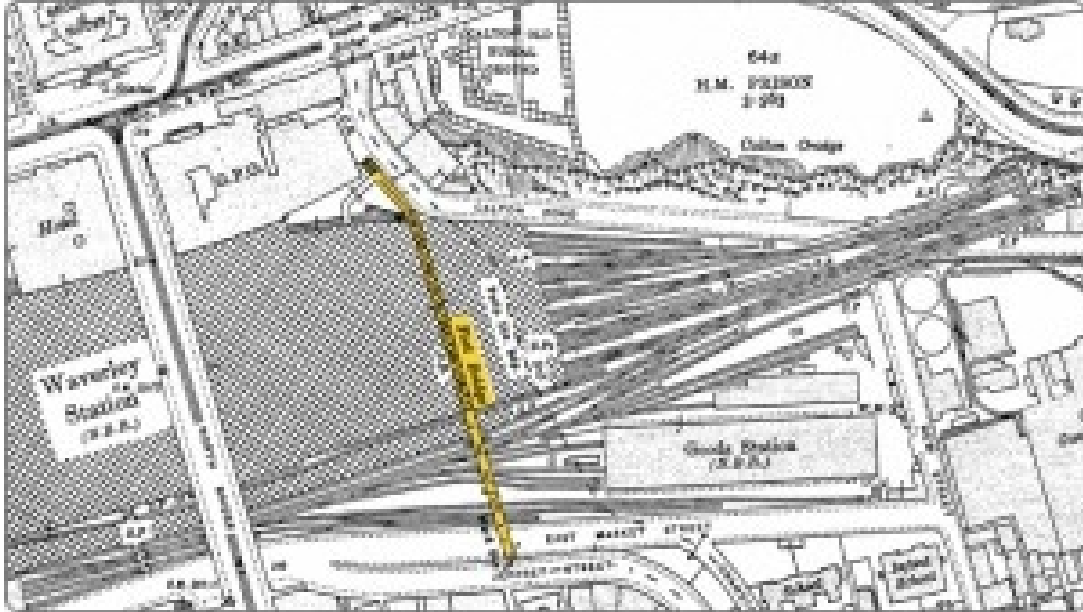
2. Alternative Train Routes better than Bus Substitution

As cycles are never carried on rail-replacement bus services, preference should be given to ensuring that where alternative rail routings are possible, that these have the capacity and are suitably equipped to carry diverted trains.

3. Spokes also has a major specific infrastructure proposal:

Edinburgh Waverley East Side Access Bridge

We propose re-instating the former pedestrian bridge from the Old Town to the Waverley entrance at Calton Road, as a combined pedestrian/cycle bridge. This old map shows the route of the former bridge -



though it would not necessarily have to follow exactly the same route.

- The bridge would give a great and much needed new access to the east end of Waverley Station from the Southside, the Old Town and the Parliament.
- Pedestrians and cyclists could easily travel from the Old Town and Southside to the north, Leith, the new St James Quarter, Waverley, etc, without losing height, and avoiding the heavy traffic on the Bridges and the very difficult junction at the East End at the top of Leith Street.
- It could be an iconic and high profile project for both Network Rail and the City of Edinburgh, which could possibly look to outside funding for a great design, as has been the case with a number of pedestrian/cycle bridges elsewhere, such as the Newcastle Millennium Bridge.
- We understand that the east end of Waverley Station is due to get a great deal of work, new platforms etc, and the bridge could be designed to coordinate with that, thus hopefully reducing costs and giving an integrated design.

Yours sincerely

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