**1 Teviot Place, MMW, traffic counter**  
Teviot Pl forms the southern leg of a one-way triangle, with Forrest Rd and Bristow Place. It's in the middle of the university, connects with MMW. Very busy with traffic, congested, bad air. Cycle lane for west-bound cyclists; but cycle contraflow needed for east-bound cyclists as part of an east-west route - Lauriston Place to Bristow Sq and university.  
New medical facility on Lauriston Pl will make this even more essential, for students and staff.  
Spokes have lobbied for the contraflow for years with little success. Yet there's plenty of room. We are now lobbying via new planning apps for Quartermile.  
  
MMW: a major north-south route from residential areas (incl student flats) in the south, to the city centre. Traffic counter halfway down shows this is the busiest recorded cycle route in the city.  
Recent improvements: the link into George Sq, ie the university; St Peter's Yard, very popular for cafes.  
Ped/cycle segregation achieved many years ago; surfaces have been improved and widened on Meadows section.

**2. North Meadow Walk**  
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Cycling on North Meadow Walk was first permitted in the late 1980s.  
Initially there was just a gravel strip alongside the tarmac path.  
Over the years it has been resurfaced and widened.  
Most recently a few years ago to its current standard.  
  
It is part of NCN routes 1 and 75.  
It connects the route in to the City from the east to the canal coming from the west, though the section from the meadows to the canal itself to that is awaiting further developments.  
  
The council debated what to do about paths on the Meadows after the introduction of the Land Reform Act (Scotland) 2003, usually known as The Right to Roam.  In Scotland cycling is legally "assisted walking", except when you are on a road or a pavement.  Previously cycling had been banned on most of these paths.  But there is nobody to enforce any bans, and the new Act meant that if you ban cycling on the paths, you'd also have to try to ban it on the grass too.  A pragmatic approach was taken to permit cycling nearly everywhere.  It took a while for all the no cycling signs and painted markings to go, but they are gone now!  
  
The newly widened Boroughloch path was, I believe, funded from planning gain from the new University accommodation built immediately to the north.  
  
It doesn't seem an obvious desire line for the students.  They would either be going to George Square, or if going to campuses further south would use  the so-called quality cycle corridor to our east.  They could however use it to get from here to the so-called "quiet route", which avoids much of the "corridor".  
  
The path connects on to Melville Drive where an existing light controlled crossing has been enhanced to a toucan.  
  
It creates a route to Sciennes primary school, but also connects to the path between the two roads along the edge of the Meadows.  Importantly that path is not the pavement.  So cyclists have the Right to Roam along it!  
  
The number of cyclists on that path has increased significantly since the creation of the new link, and pedestrians are coming to expect them to be there.  This forms a convenient route eastwards from the very densely populated Marchmont area.  I now use it as my route of choice in this direction.  
  
The new path itself has a well designed feature at the corner of the tennis courts.  The path widens with a kink in the cycling part to move it away from what might otherwise be a source of surprise and conflict.  It seems to work well, and is vastly superior to signs or chicanes.  
  
When we get to the edge of the Meadows we will reach another recent development, a segregated on-road cycle route.  This makes excellent use of the road space.  The two-way on-road path keeps cyclists away from what used to be a very awkward bottleneck.

**3. Gifford Park Murals - Hilary**  
  
  
**4. St Leonards:** recent increases in cycle budget (from 5% to 10% of transport budget) funded this route from the Meadows to the Innocent Line, which runs via tunnel to eastern parts of the city incl Portobello and many other residential areas.  
Features: a short section of segregated two-way cycle lane beside main road, with a toucan crossing at the north end to connect to Rankeillor St (quiet residential street).  
Problems: the signage at St Leonard's Lane (side street) fails to make it clear that turning drivers should give way to cyclists on the 2-way path. Council have recognised the problem and agreed to fix it -we hope!  
Strategy: Council have accepted that the city is well supplied with cycle routes in the suburbs (mostly thanks to old rail lines) but there are big gaps in the city centre - hence the push for more east-west routes.  
  
The Bike Station's little "inner tube" maps show up the city centre lacunae (posh word for gaps!).

**5. The Innocent Railway**  
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Like so many useful cycling facilities these days, this one is built on a former railway line.  The railway was originally a horse drawn affair bringing coal in to the City from the Dalkeith area about ten miles away.  The last section up through the tunnel was at first hauled with ropes powered by a fixed steam engine.  
  
A passenger service developed carrying a million passengers a year at its peak.  The name "Innocent Railway" is often attributed to a lack of deaths or injuries in the construction or operation of the line.  Unfortunately that reputation is undeserved - the name refers instead to its naive simplicity. Horses pulling modified stagecoaches, with passengers getting on and off along the way where they pleased.  
  
It re-opened as a walking and cycling route in the eighties.  These days it is the main spine of cycling in and out of Edinburgh to the east or south.  Other off-road, or even quiet road routes that get you out of the City all go out west or north.  
  
It has long been part of NCN route 1 running the length of the coast, and part of the North Sea Circular Route.  
  
We've just seen the recently improved connection towards the City centre.  
The council have also created a "quiet route" to exit the City to the south. To join that, you start by going two miles east from here on this route, and only then turn south.  
  
In the winter, this path is now gritted to make cycle commuting a viable option all year.

**6. The Causey Project – Philip – see separate sheet.**