

WHO TO WRITE TO - THE PROBLEM OF JOINT RESPONSIBILITIES

Provision for cyclists (as for pedestrians) cannot be seen purely in the context of the square itself, but must be related to the surrounding road and pavement system, nearby facilities, and desired directions of travel and requirements for access. Our discussion paper therefore necessarily includes this slightly broader context. The University is responsible for the square itself, the Regional Highways Dept for the adjacent roads, and the District Planning Dept has some interest in both. In making your submission, if your comments concern the square alone write to the University, if to the broader area send a copy to the University and to Highways - and in any case, UNISPOKES would appreciate a copy too if possible!

UNIVERSITY: Mr Noel Anderson, Buildings Officer, Old College.

HIGHWAYS: Mr Alexander Crockett, Director, 19 Market St, Ed 1.

UNISPOKES: Mr Ken McFarlane, Minto House, Chambers St.

EDINBURGH UNIVERSITY SRC ... has adopted a policy of encouraging cycle use and providing for cyclists.

LOTHIAN REGIONAL COUNCIL ... has just formally requested the Secretary of State to amend Lothian's Structure Plan (which previously had no policy on cycle provision) to state:

THE REGIONAL COUNCIL WILL COOPERATE WITH THE DISTRICT COUNCILS TO IMPLEMENT SCHEMES THAT WILL ALLOW GREATER FREEDOM OF MOVEMENT TO PEDESTRIANS AND CYCLISTS, AND ENCOURAGE MORE PEOPLE TO WALK AND CYCLE FOR WORK AND LEISURE JOURNEYS.



UNISPOKES MEETING ... A meeting to set up a UNISPOKES committee on a more formal basis than hitherto will be held on Thurs March 1st at 1pm at the Chaplaincy Centre, Bristo St

All interested students and staff are welcome. Discussion includes:

- official UNISPOKES submission on Bristo Square
- other matters to be taken up by the new committee

If you are interested but cannot attend, contact Tom Lamb Student Assn Offices, Bristo St. or phone 447-9197

AMAZING BIKE HOLIDAY IN HOLLAND ... including a bike to keep ... March to October ... contact SYHA, 7 Glebe Cr., Stirling. Tel 2821

REFERENCES & FURTHER INFORMATION

"Cycling in the Southside", SPOKES, Aug 78 (2nd edition), 30p.

"The Bicycle Planning Book", Open Books/FOE, 1978, £1-95.

"Ways of Helping Cyclists in Built Up Areas", HMSO, 1978, £1.

PUBLISHED BY ... UNISPOKES

PRINTED BY ... EUSA PRINTERS

1979

UNISPOKES



OPEN FORUM

Provision for Cyclists in and around Bristo Square

Thursday 27th February; 1pm-2pm; Chaplaincy Centre, Bristo St

In the Chair ** Prof Mitchison, Convener, Works & Buildings Cttee

On the Panel ** University Buildings Officer, Mr Noel Anderson

** University Planning Consultant, Prof. P. Johnson-Marshall

** Regional Highways Officer, to be confirmed

** District Planning Officers, Mr. Milligan & Mr. S. Hajjuki

THE MEETING WILL BE MAINLY DEVOTED TO QUESTIONS FROM THE FLOOR

Plans for the future of the road and pedestrian system in the Bristo area were published in mid-1978. Despite the amount of cycle use, no mention was made of cyclists. The new road appeared dangerous, the plans threatened to cut access from George Sq to Chambers St, and cyclists were not to be allowed in Bristo Sq. SPOKES publicised the plans widely, and many cyclists sent formal objections to the Secretary of State. The Scottish Office then changed the Order so that a scheme for cyclists had to be drawn up for Bristo Square area, but not including the new underpass. A working party was set up by the University, and the Regional and District Councils, and work has begun on designing a scheme. This month, through the Bulletin & the Evening News, the University Buildings Officer asked for public comment on the design of the square, including the provision for cyclists. UNISPOKES has taken the opportunity to issue this discussion paper and call an open forum at which the issues can be discussed in public.

We also urge you to send in a written submission on the future of the area - it is only because cyclists did this last year that any provision at all is to be made now. See back page for who to write to.

EDINBURGH EVENING NEWS editorial ("Into the 80s", Feb 9th)

THE NEXT DECADE WILL SEE THE ADVENT OF A MODERN SQUARE ON THE STREET MAP OF EDINBURGH, MARRYING OLD WITH NEW IN THE FIRST SUCH EXCITING DEVELOPMENT IN THE CAPITAL FOR MORE THAN 100 YEARS. PEDESTRIANISATION OF THE AREA IS A WELCOME MOVE, TOGETHER WITH THE PROPOSAL FOR SPECIAL RIGHTS FOR CYCLISTS ... SUGGESTIONS ARE ENCOURAGED, AND IT WOULD BE REMISS OF THE GENERAL PUBLIC NOT TO TAKE THE OPPORTUNITY OF HELPING TO DESIGN THEIR CITY OF TOMORROW.

UNISPOKES ... congratulates the University and the Councils for beginning to take provision for cyclists seriously. This is the first cycle scheme proposed for a city centre area in the whole of Scotland (though not the UK) for many years.

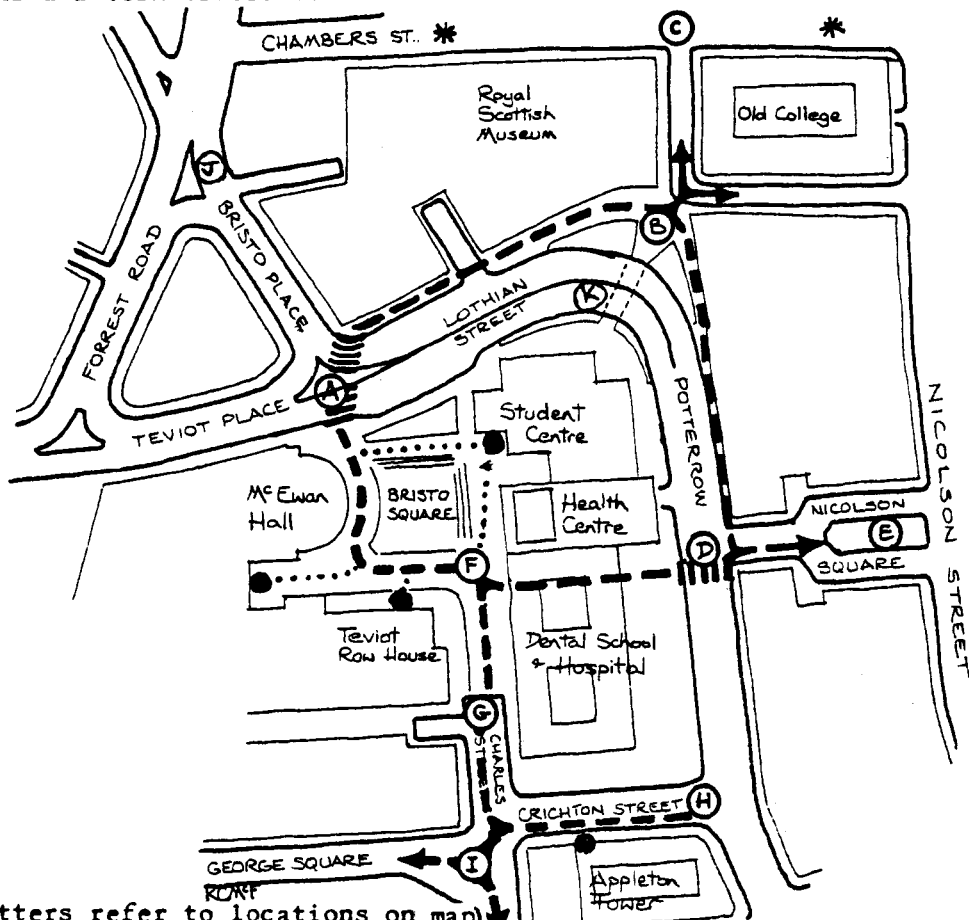
DISCUSSION PAPER ON PROVISION FOR CYCLISTS IN THE AREA OF BRISTO SQUARE

This paper presents suggestions & alternatives. It does not constitute a definite proposal from SPOKES.

KEY

- ← — SUGGESTED CYCLE ROUTE (Through-route).
- SUGGESTED CYCLE ROUTE (Access to parking only)
- ||||| CYCLE/PEDESTRIAN TRAFFIC-LIGHT CONTROLLED CROSSING
- CYCLE PARKING (University).
- * CYCLE PARKING (Proposed by Lothian Region)

DIAGRAMMATIC MAP (Not to Scale)



1. NOTES ON MAP LOCATIONS (letters refer to locations on map)

- 1.1 FRANISCAN FRIARY CORNER (A) ... Assuming that the route HGFA is constructed, a cycle/pedestrian crossing will be needed at A (for routes JAF and possibly FAB). Should dismounting be required this will be a severe disincentive to cyclists, and will result in most AFGH cyclists using the new road (despite the danger) and in some FAB cyclists being tempted to use the pedestrian underpass at K (with resulting enforcement problems).
- 1.2 CHAMBERS STREET (C) ... Lothian Region currently has proposals to install cycle parking in Chambers St. Access to the street is important for South Bridge shopping (eg 2.2), for the Museum, for the Cowgate, and for parts of the University (staff clubs etc).
- 1.3 NICOLSON SQUARE (E) ... The Southside local plan discussion paper recommends that the square be used as a "pedestrian priority area", with no through motor traffic. SPOKES has asked that a cycle route (leading to the Pleasance area & University facilities there) and cycle parking (for shoppers) are incorporated. To allow cyclists to reach Nicolson Square from Bristo area, the pedestrian route planned under the new dental school (F-D) should be a pedestrian/cycle route.

2. GENERAL CONSIDERATIONS

- 2.1 PEDESTRIAN SAFETY (See "Bicycle Planning Book" pp 52-53 and 115-117) ... The greatest difficulties arise at junction A where some pedestrian and cycle flows cross each other. Elsewhere the cycle routes will no doubt be clearly delineated (they could use a coloured surface). Routes marked by dotted lines on the map (access-only) may not need any deliniation, since numbers will be relatively low on them, and pedestrian/cycle mixing (as now occurs in the George Square paved area) may well be acceptable.
- 2.2 MEADOWS CYCLE ROUTES (See "Cycling in the Southside") ... The Regional and District Councils are currently considering the possibility of constructing Meadows cycle routes. It is therefore important that cycle provision in the Bristo area is such as to allow such routes to link in to Chambers St (IGFABC or IGFDBC) and into Nicolson Sq (IGFDE). Thus the routes could enable people from South Edinburgh to reach the many facilities (1.2,1.3) in the area in almost complete safety by bicycle.
- 2.3 THE NEW ROAD ... Traffic is likely to move fairly fast, and cyclists are in danger of being squeezed between motor vehicles (especially long ones) and the railings. The danger is greatest on the inside curve (HDKA), and this problem will be avoided satisfactorily by route HGFA. There are greater problems in allowing cyclists to avoid the new road in direction AKDH - see 1.1 above.
- 2.4 CYCLE PARKING ... New parking will be required - eg at the Dental School. Access to parking should avoid kerbs, and the design of facilities needs careful thought (see forthcoming SPOKES booklet on cycle parking provision).
- 2.5 SURFACING (See "Bicycle Planning Book" pp 52-53 and Dept. of Transport Note p,14) ... Surfaces should be smooth and non-skid and can be of a distinguishing colour. The section G-H can presumably use the remaining road surface without special surfacing.