

[see end of this document for notes on the judging process]

## Spokes Summer Competition 2017

# ***Low cost ideas to boost bike use***

### **First prize, Goff Cantley – Dumbiedykes access to Queen's Park**

1. The suggestion is to facilitate the link between the Queen's Park and the shared use cycle and walking pathway which runs quite steeply downhill east of Edinburgh Leisure's Craggs Sports Centre.

This cycle route is initially a link between the Council streets of St Leonards Hill and Dumbiedykes Road but the aim is to link St Leonards to the Queen's Park. (It may be of interest to note that this Craggs Cycleway also runs past and gives access to the new Craggs Pump Track, recently opened for use by local children on their bikes.)

2. Despite this shared use Cycleway being provided, the bottom end finishes in a car parking space. The parking space is sometimes filled and this obstructs entrance and exit from the cycle route. So, one is usually obliged to divert along the pavement around the car parking spaces, whilst desperately looking for a drop kerb via which to join the Dumbiedykes roadway.

If heading to or from the Queen's Park, staying on the public pavement does have the advantage that one avoids the problem of the two missing drop kerbs, one at the access to/egress from the Queen's Park and one at the foot of the Craggs Cycleway, but it is an excessive distance on a pavement that is often in use by pedestrians.

From the cycleway, the destination is invariably the Queen's Park but equally, a rider might be exiting the Queen's Park here using the well-surfaced approach pathway in the Park. Either way, the cyclist meets the real shock-treatment of a bollard guarding a short flight of steps between Dumbiedykes pavement level down to the Park path. This is quite a small but formidable barrier to all wheeled users, be they buggy-pushers, wheelchair users or cyclists.

With a bit of ramping work, this could be so much more user friendly and could allow continuous cycling between the Queen's Park and the route by Craggs Sports Centre – a route that ultimately leads one to the new Rankeilior Street and Meadows cycle route. (Other wheeled users would of course benefit equally from the improved continuous link.)

A combination of two drop kerbs by the City Council and removal of a short flight of steps would make a much-improved link between St Leonards and the Queens Park and would arguably extend the Meadows cycle route indefinitely eastwards.



**Spokes note:** We will pass this idea to Edinburgh City Council for consideration. It was also raised by another entrant.

## Second prize, Judith Stark - Rutland Sq drop kerb/parking ban/signs

1. Drop the kerb, put in markings to stop parking and improve the signage onto the West End to Bruntsfield cycle route at the corner of Rutland Square.

2. This is a great little cut through from the West End to Bruntsfield avoiding Lothian Road. Most of the route works fine by bike but access from Rutland Square is a little tricky because of this kerb, and also cars parked in the corner sometimes block the route.

I think more people would use the route if there was a signpost visible from the main part of Rutland Square, or even from the West End by the Caledonian Hotel. Also it would be good to add the destination Bruntsfield to the signpost.



**Spokes note:** We will pass this idea to Edinburgh City Council for consideration. The problem is likely to be tackled as part of the Council's east-west cycleroute, but this section could be 2-3 years away. The particular issues here could be tackled in advance, particularly as they affect many people – indeed two entries raised this point.

## Third prize, Shane Voss – remove Prestonpans chicane

1. Remove the over engineered chicane at the eastern end of the ash lagoons near Prestonpans.

2. Chicanes on cycle paths are often a nuisance, and serve no obvious purpose. This particular example nestles in a right-angle corner of a fenced off path. Access to both sides is restricted by more sensible measures.

Getting a solo bicycle around this monstrosity is just possible with a little skill but most people end up getting off. On a tandem not only do we both need to get off, the stoker has to lift the back wheel up to complete the manoeuvre. A few minutes with an angle-grinder would liberate some scrap metal and remove one of the most annoying obstacles on an otherwise excellent coastal path.



**Spokes note:** We will pass this idea to East Lothian Council for consideration.


## Fourth prize, Lara Cohen – relocate some Waverley bike parking

1. Relocate cycle parking at Edinburgh Waverley: Move some of the large, 2 level cycle racks back to platform 19 and/or to the unused/underused space on platform 11 — there's a big open space that's essentially empty, plus potentially space under the escalator. If neither of those is possible/sufficient, consider the very broad pavement near the old taxi rank, now little used, or along the back of the main station building/ticket office. Allowing cycle access along the old taxi ramp would help with many of these options as well.

2. With the removal of almost all the cycle racks by platform 19, about 95% of the cycle parking at Waverley is now far from most of the platforms (all but 2, 3, 4, and 7), the footbridge between stations/entrances, and most of the entrances (all but Calton Road). This costs regular commuters 4-5 extra minutes per journey (so some 45 minutes a week), and does not encourage people to see cycling to/from Waverley as convenient — someone who is not actively looking for the racks is unlikely to even realise they are there. It should be very low cost as it just requires relocating existing racks.

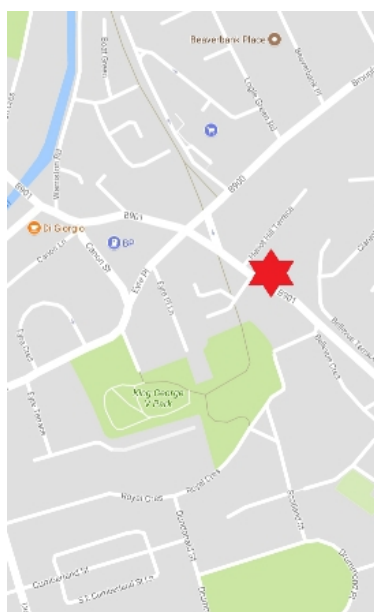
**Spokes note:** We will pass this idea to Waverley Station for consideration. However, massive works are about to begin at the station, including creating two new platforms. It may be that there is little flexibility till that is complete, but it will anyway be useful for the management to be reminded of the problem so they try to solve it in the final station layout.



Position	Entries in positions 5-13 [prizewinners]
<p><b>5</b> <b>Shane Voss</b></p> <p>[no prize because also no. 3!]</p>	<p><b>Improve Spottiswoode Street entrance to cycle network</b></p> <ol style="list-style-type: none"> <li>1. Make an entrance to the cycle network at the north end of Spottiswoode Street</li> <li>2. The picture shows the main access from Marchmont to the off-road cycle network in the area. The bins are often placed so as to completely block the path. The kerb is unpleasantly high, and visibility is very poor.</li> </ol> <p>A build-out, probably with bollards and a flush kerb would transform the experience at this junction. Wiggling through the current arrangement is often difficult for experienced cyclists. Pedestrians often seem surprised to find that the stub of path is also used by cyclists. Making the path itself slightly wider (it's only a few metres long) and connecting it smoothly to the road would help all road users.</p> <p>A physical limit to the downhill drift of the bins is the only realistic way to keep them off the path.</p>  <div> <b>Spokes note:</b> We will pass this idea to Edinburgh City Council for consideration. </div>
<p><b>6</b> <b>Morag Haddow</b></p>	<p><b>Allow contra-flow cycling in Lammermuir Crescent, Dunbar</b></p> <ol style="list-style-type: none"> <li>1. A counter-flow for cyclists on.</li> <li>2. Lammermuir Crescent is a quiet residential street which is also the staff entrance to the lower primary school in Dunbar. It is a 1-way street because it used to (20 years ago?) be the main entrance to the school with associated congestion. The main entrance to the school is now on the other side, by the Bleachingfield.</li> </ol> <p>Lammermuir Crescent is also currently a main route to the secondary school and these pupils frequently cycle or walk the wrong way up the street. This is not usually a problem, as traffic is light, but it sends the wrong message, and I would like to see a cycle lane installed to allow cyclists to legally travel in the opposite direction to the 1-way flow.</p> <p>Alternatively, the street could simply revert to general 2-way traffic. However, a residents' consultation on this 5 years ago showed that few residents wanted this change to happen. Nevertheless, I believe that they would not be disadvantaged in any way by 2-way traffic on this quiet street (and less still by a counterflow lane for cyclists), and law-abiding pupils cycling to the secondary school would benefit from a quieter, more intuitive route to school.</p> <div> <b>Spokes note:</b> We will pass this idea to East Lothian Council for consideration. Whilst we appreciate that residents did not wish the road made 2-way in the previous consultation, allowing 2-way cycling, either by a contra-flow lane or by signing, is a different issue. </div>

## Sort the Rodney Street bus-boarder build-out cycle danger

1. A truly horrible bit of cycle pathing at <https://goo.gl/maps/Hjs5yoru2QP2>. The cycle path ends abruptly followed by a physical barrier, forcing the cyclist out into traffic. The drivers here seldom anticipate this or leave a comfortable amount of room for the cyclist. The road is wide enough for a cycle lane. A small amount of paint and an additional bike symbol would solve the problem:



2. This idea would improve the safety and happiness of every cyclist who rides this route. It would also help drivers to anticipate a cyclist's path along this problematic bit of road.

**Spokes note:** We will pass this idea to Edinburgh City Council for consideration.

## Paint features for children on the wide, boring section of Seafield Prom

1. Mark out, with paint, some features to provide entertainment for younger cyclists (and those of us who are still kids at heart) on the section of Seafield Prom running north-west from King's Place car park (EH15 1DU). These could include:

- A couple of meandering, parallel train tracks, maybe 1m wide and 1m apart, with gentle bends and points or crossings every so often.
- Three or four tangled coloured lines to follow which twist and cross.
- Start and stop lines for measured distances, optionally with a countdown in 10s of meters.
- A maze.
- Some challenges tied in with the Bikeability syllabus, such as 'slow race' or slalom. For these, signs giving some details of the challenge should be put up.

The prom is long and wide enough that these could be fitted in without disrupting other users.

2. This section of prom is wide and straight for around 1km. It can be a bit of a drag with kids and some diversions would help. I've found that in encouraging kids to think of cycling as the first choice for getting around, the 'fun factor' of the route is very important to them. They know where the playgrounds are and choose routes, and even destinations, accordingly.

As well as providing some entertainment for those passing through, these features could become a destination for younger and learner cyclists, perhaps combined with a trip to Portobello. Some of the features would promote cycling skills. It would brighten up my commute on those cold, windy Firth of Forth winter mornings.

**Spokes note:** We will pass this idea to Edinburgh City Council for consideration.

<p><b>9</b> <b>Morag Haddow</b> [no prize because also no. 6!]</p>	<p><b>Re-time pelican crossing on Belhaven Road in Dunbar</b></p> <p>1. The pelican crossing on Belhaven Road in Dunbar should be re-timed.</p> <p>2. The pelican crossing is on the main North-South walking/cycling route in Dunbar, connecting housing with the shops, swimming pool and all 3 schools. When you press the button for the green man, he takes far too long to appear, meaning that people often try to cross before the traffic has been signalled to stop. Also the green man doesn't hang around for long enough that a small child on a scooter can get to the other side.</p> <p>Ideally, there would also be a green bike (toucan crossing), to allow the many cyclists that use this route to legally cross here.</p> <div> <b>Spokes note:</b> We will pass this idea to East Lothian Council for consideration. </div>
<p><b>10</b> <b>Jane Herbstritt</b></p>	<p><b>Primary7 cycling booklet</b></p> <p>1. I want to encourage the P7 pupils at St. John's school, to cycle to high school and feel that the best way to do this would be to catch them before they leave primary school. During their P7 year, all P7 pupils should be provided with a booklet that has information about the best routes for them to use to cycle to high school, and include safety tips. This could also be linked to an app specifically for high school kids who want to cycle to school, that shows best routes. The booklet could also include other info encouraging cycling, and maybe money off vouchers for cycle gear. The booklets might open up a discussion in class about cycling to school.</p> <p>The booklets should be sent to the school with a letter to the teacher, offering to take children, as a group, on a bike ride to their high school, in order to demonstrate how to safely cycle to the high school that the majority of children have chose to go to (a number of different routes could be demonstrated). A bike ability officer could then take on this one-day (or afternoon's) training of the children (together with bike ability volunteers from the school). This would be a good follow up to bike ability level 2, which is often done in P7 (it is in St. John's). It would also fit well with Health Week for example, that runs at St. John's school.</p> <p>Although I'm specifically referring to St. John's, this could be something for the whole of Edinburgh. It is particularly relevant though, to Catholic high schools, as the catchment area is much wider so it's more likely children will have to travel further than walking distance to school.</p> <p>2. I'm suggesting this idea with my daughter in mind – I would really like her cycle to school when she goes to high school. Her route, if she does go to Holyrood High, would be mainly along the innocent railway, but then she would turn off onto a busy road and I am a little concerned about her safety along this bit. I also know that she is less likely to cycle to school if I suggest it, than if a group of her friends will be cycling. In order for that to happen, a group of children need to be enthused about cycling to school.</p> <p>I feel that cycling is something that children in primary school take up enthusiastically, but that is likely to fade when they are at high school, so if they can get into good habits early on in their high school years, the good habits are most likely to continue.</p> <p>I am a bike ability volunteer at St John's, and aware that level 2 is only on quiet roads so doesn't completely prepare kids for busy ones – but there is a lot of nervousness amongst volunteers about teaching level 3 because it involves busy roads and so is a lot more responsibility. A one-off cycle lesson specifically geared at the route children might be taking to school, that a trained bike ability officer could offer, together with volunteers from the school, seems to me a good alternative.</p> <p>Better signage to make car drivers aware that children might be cycling to school along that road – possibly signs like the safer routes to school signs that flash during times when children will be coming along that road to school, would also be a good thing.</p> <div> <b>Spokes note:</b> We will pass this idea to Edinburgh City Council and the Sustrans i-bike scheme.. The cycling drop-off from primary to secondary is a known and serious problem, so ideas to tackle it are welcome. However we are concerned that the suggested route includes a 'busy road.' We therefore suggest infrastructure improvements may first be needed, or the idea could be piloted at another school. </div>

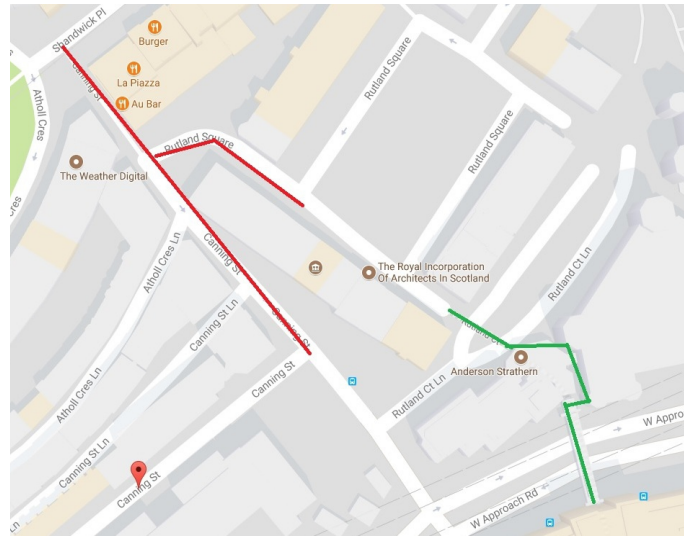
<p><b>11 Guy Johnson</b></p>	<p><b>Salisbury Road 2-way cycling</b></p> <p>1. A west-&gt;east cycle lane (contraflow) on Salisbury Rod (currently one way, east-&gt;west).</p> <p>2. This would make it much easier to get from Grange Road/ Salisbury Place to Holyrood Park without having to negotiate Newington Road (very busy) and East Preston Street. There was some support for this suggestion at the Holyrood Park → Ratcliffe Terrace consultation n Newington Library – the council officer sounded interested and said two other people had already make the same suggestion.</p> <div> <p><b>Spokes note:</b> We will pass this idea to Edinburgh City Council for consideration. It would be really valuable, but we recognise there are significant problems in implementation including car parking and tying in to the road system, particularly at the east end.</p> </div>
<p><b>12 David French</b></p>	<p><b>Quick fix identification</b></p> <p>1. (a) Conduct an audit of off-road cycle routes, to identify barriers to cycling on them. Anything which prevents cyclists (including cyclists with, for example, trailers or tandems) from easily passing should be identified. This would include, but not be limited to, literal barriers such as chicanes and missing dropped kerbs. Paths to be audited should include the NCN routes, the John Muir Way, the QuietRoutes and other off-road paths such as the Burdiehouse Burn Valley Park.</p> <p>(b) Set up an online reporting system for small barriers to active travel. This could be as simple as the Council's Active Travel team monitoring Cyclescape, as Dumfries and Galloway Council apparently does. Other possible solutions could be a system integrated into the Council's website, along the lines of their pothole reporting page, or a consultation tool such as those provided by commonplace.is.</p> <p>2. We all have a personal list of bugbears which make cycling more difficult for us. But these same issues are, for some people, what prevents them from cycling. This is especially true for anyone who has an unusually-shaped bike, such as people who carry their children in trailers, or who use a hand-cycle. Allowing these people to make their journeys by bike will benefit everyone. The process of identifying and dealing with these issues needs to be made as easy as possible, in order to maximise its effectiveness.</p> <div> <p><b>Spokes note:</b> We will pass these ideas to Edinburgh City Council for consideration. On reflection we felt that (a) and (b) were separate ideas, but by then we had to assess them as one entry.</p> <p>The proposals have a lot of potential, but we did have several concerns, including....</p> <p>(a) – this might be quite costly in staff time, but could perhaps be done by volunteers organised by the Council. We believe this was done for North Edinburgh Network, and improvements are expected.</p> <p>(b) – problems can already be reported by email, and the main difficulty is probably less the reporting of problems than the staff time needed to assess and fix them. Do we want staff taken off major projects such as the east-west route, to tackle small (though important) 'quick fix' problems – some of which may seem 'quick' to the outsider but may have legal or other difficulties? Could one staff member have a specified slot to deal with such problems? Could many be passed to Locality or Neighbourhood officers? If the Council sets up a procedure, such as in this entry, to receive 'quick fix' ideas, then it must also have a process to assess them, and to implement if appropriate.</p> </div>

**13  
Stewart  
Campbell**

### Canning Street contra-flow

1. Provide cycle lanes for the opposite direction to "one way" street traffic on short sections of Canning St and Rutland Square in Edinburgh's west end. This would allow south bound cyclists to access the Western Approach Road bridge.

2. Canning St and also the wider west end eg Melville St have many commuter cyclists. The area has many large office blocks. As cyclists, we have a very good north bound safer cycle route from the canal basin and the Bruntsfield links area through Festival Square and over the Western Approach Road bridge, linking into Rutland Square and Canning St.



However south bound cyclists have no way of accessing the bridge over the western approach road from particularly Canning St (but also Shandwick Place), and instead have to use either the busy Western Approach Road or the one way system of Torphichen St and Dewar Place.

Installation of cycle lanes in the opposite direction to the one way streets of Canning St and Rutland Square would give cyclists the safer option to use the bridge over the Western Approach Road south bound.

This safer route is used by mainly commuter cyclists but also some school children.

**Spokes note:** We will pass this idea to Edinburgh City Council for consideration. The problem is, however, likely to be tackled as part of the Council's east-west cycleroute. This section could be 2-3 years away but as the implementation process would be quite complex, with legal orders needed, it is unlikely the Council would do it as a separate individual project before then.

## RUNNERS UP, MAP WINNERS

[in random order]

### Buccleuch St wait time

1. My simple suggestion for a low cost improvement is an adjustment of the timings of a pedestrian/cyclist crossing. I cross every morning onto the North Meadows walk over Buccleugh street, the timing of these lights is awful! I and other users often press this button and then wait for what seems like ages to get a green man crossing whilst the road is empty of cars.

2. I see many people who get frustrated and cross before this and leave a red light for cars after they are long gone. If I have the patience to wait it usually turns when a stream of cars suddenly appears. Some sort of traffic sensing mechanism or adjustment to timing would both ease driver frustration and pedestrian and cyclist safety in using the crossing. A simple solution to making rush hour more efficient for everyone.

**Spokes note:** We understand this is not as simple as it seems, due to interactions with the adjacent junction traffic lights and queues. Nonetheless, it is a frustrating situation which should be re-assessed for improvements



## Brunstane bridge ramp

1. Improvement to pedestrian/cycle bridge over the railway at Brunstane Road South, near Brunstane railway station. This is a bridge with fairly wide steps, at a shallow angle, on each approach. An easy improvement would be to add a cycle ramp on top of the steps at so that you could wheel your bike up the ramp while walking up the steps. Ideally this ramp would be wide enough to take a pushchair.

2. This bridge is on Sustran Route 1 and is the continuation of the Innocent Railway cycle path as it heads to Musselburgh and as such is well used by cyclists and pedestrians, including pushchair users etc. This bridge is the least cycle friendly part of the cycle network in the east of Edinburgh at the moment despite being a major part of the network. At the moment anyone with a bike or pushchair has to lift them up (or bump it up) the steps. This can be a problem for many people and is not ideal if, eg, you have a bike with heavy panniers (it is on the main route for cycle tourists heading to Edinburgh). If you can wheel your bike or pushchair over the bridge it would be a big improvement (the kerbs on each side of the bridge, in the car park on east side and the road the west side, were changed to dropped curves not long ago, so this is the next obvious improvement).

**Spokes note:** This is very longstanding known problem which should have been tackled long ago.

## NCN1 Charlotte Sq dropkerb & yellows

1. Improvements to National Cycle Route 1 where it runs alongside West Register House, Charlotte Square: drop the kerb at the Charlotte Square end of the path and paint double yellow lines on Randolph Lane at the Randolph Lane end of the path.

2. Dropped kerb would ease the turn on to/off Charlotte Square, double yellow lines would prevent parked cars from blocking access to the cycle path at the Randolph Lane.

**Spokes note:** These problems will be solved by the east-west cycleroute; this section probably in 2019.

## Melville Dr/MMW yellow box

1. Yellow hatched lines on the toucan cycle crossing from Middle Meadow Walk across Melville Drive to keep the cycle crossing clear.

2. When the traffic on Melville Drive is busy (ie in morning & evening rush hours) & the traffic is stuck at traffic lights, the cars stop over the cycle (& pedestrian) crossing & make it either dangerous or impossible (or both) to cycle across.

Drivers are used to the concept of the box junction & this would reinforce the fact that they shouldn't stop there. It would make it much safer to cross without trying to weave between the cars, some of which are still inching forward.



## Shared footway: The Wisp

1. The pavements along The Wisp and Old Dalkeith Road (from the junction with Ferniehill Road to The Wisp) should be designated as Shared Use. These are two fairly nasty sections of road to cycle on, especially coming up The Wisp towards Danderhall. The pavements are wide enough and not heavily used, so could easily be used by cyclists as well.

I believe that, as Old Dalkeith Road is designated as a Core Path, cycling is already legal along the pavement here, but signage stating this explicitly would be helpful.

2. I use this route to get from Gilmerton to Fort Kinnaird fairly regularly. Pretty much every time I go this way, I experience at least one close pass either on Old Dalkeith Road (worse heading towards Danderhall) or coming up the hill on The Wisp. For this reason, I often cycle on the pavement, especially if I'm carrying a heavy load back from B&Q; it would be nice if I could do this legally. This would also make cycling to Fort Kinnaird a more attractive prospect for everyone who lives in South Edinburgh and Midlothian, helping to get cars off the road and ease congestion in Niddrie and Newcraighall.

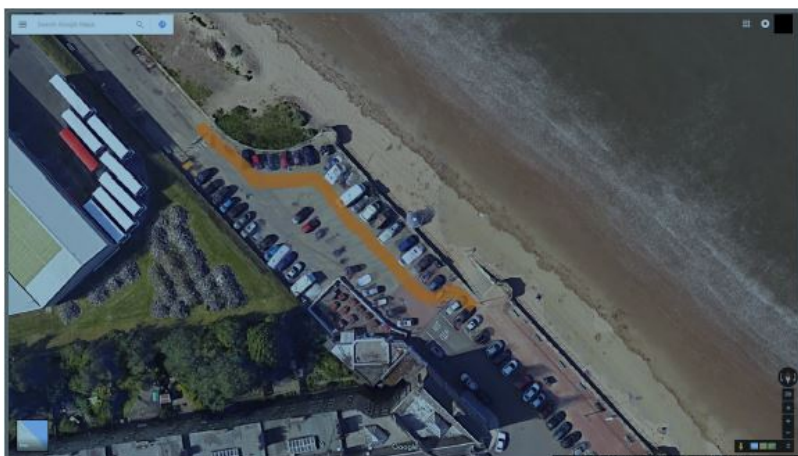
In future, ideally, there would also be a toucan crossing at the junction between The Wisp and Old Dalkeith Road, and another at the north east corner of Edmonstone Policies Park.



## PB/Seafield proms connecting path

1. Mark out a shared cycle/footpath across the King's Place car park (EH15 1DU), connecting Portobello Prom and Seafield Prom.

2. Cycling and walking between Portobello Prom and Seafield Prom involved negotiating the road and car park at King's Place. For less confident cyclists and/or those accompanying younger children this is a daunting 100m. The route across is not obvious to either drivers or cyclists, drivers may not be aware that this is a busy cycle route.



While much less desirable than a segregated path around the car park, ground marking a clear route through along with signs reminding motorists to give way to

pedestrians within the car park would greatly improve the situation. I've sketched out a possible route - hope you're impressed by the amount of work that went into this.

This suggestion is a compromise and far from ideal. For example, it would be preferable to run the path along the seaward edge of the site. In this case it could be physically segregated.

Entries and exits are not clear and often blocked by parked cars. This route would require some minor modifications at the Portobello end to bring the path into the car park from the prom. This may also improve access to the existing bike parking here which is seldom used due to parked cars. At the Seafield end cars tend to only consider not blocking the gates which allow vehicular access to the prom and often block the bollards where cyclists and pedestrians come through so, again, come reconfiguration may be required and perhaps the council could move the location of the skip that is often there for beach litter.

This is part of Edinburgh's core path network and a popular traffic free route between Portobello and Leith - traffic free except for this section and Seafield Street, the latter of which seems beyond redemption.

## Randolph Lane NCN1 double-yellow

1. Extend double yellow line one car length to keep the access to a busy cycle route clear at all times. The location is on NCR 1 in Randolph Lane. Often there is a car parked on the single yellow, during evenings and weekends, and even during the working day when parking restrictions are in operation.

2. NCR 1 at this point is slightly convoluted but well signed. At times it is difficult to get through this passageway if there is a vehicle parked on the single yellow line at the drop kerb. It is awkward to cycle round a parked vehicle due to the lamp post and another sign, bollards and a wall. I generally dismount to avoid this tricky manoeuvre, especially if there are pedestrians using the same route. Adding a second yellow line three metres long would remove the problem and may be the cheapest suggestion you will receive! I



frequently use this route on weekdays when travelling from work to get to the New Town as well as on Sundays after church. I am sure other NCR 1 users will have encountered this problem as well.

**Spokes note:** These problems will be solved by the east-west cycleroute; this section probably in 2019.

## Dumbiedykes-Queens Park access

1. Install suitable bike (and wheel chair and buggy) access at the Dumbiedykes Road access to Queen's Park. There is plenty of space to add a ramp inside the park wall and a drop kerb on the edge of the pavement. Add a further drop kerb and shared path signage on the hill up to Brown Street and a very helpful link would be made between the Queen's Park and the existing signed cycle network.



*Plenty of room for a ramp or sloping access.*



*Looking along Dumbiedykes Road. Add drop kerb opposite Park entrance.*

2. Currently, cyclists on the very useful cycle path between the Innocent Railway tunnel and Queen's Park have to use the main road from Pollock Halls (Holyrood Park Road) into the park and round two very busy roundabouts.

Small adjustments to the kerbs and signage and the addition of a ramp to replace or augment some steps would enable riders to join Holyrood Park at a safer point on Dumbiedykes Road. It would also support access to cyclists travelling east through the Park trying to reach the Newington and Bridges areas. Signage could be added in the Park directing cyclists to this route. The main drawback is the speed of cars in the Queen's Park which makes a right turn very difficult. I generally dismount and wait on the verge until it is safe to cross, unless there is an obvious gap in traffic in both directions.

I use this route several times a week in both directions and have frequently seen cyclists on the Dumbiedykes Road pavement between the bottom of the steep path and the park access point. Adding dropped kerbs would also encourage safe and legal riding.

## Kings Stables Rd lane – sign & repaint red

1. Improve the segregated cycle lane in the upper section of King's Stables Road by making it obvious that it is for cyclists heading towards Lothian Road (not pedestrians). The markings have eroded and a coloured surface plus renewal of painted bicycle symbols would highlight the intended use. This should be in tandem (no pun intended) with better signage at both ends of this section of cycle path, and unmissable no entry signs for road traffic where King's Stables Road becomes one-way having been two-way.

2. On the majority of my trips up King's Stables Road using this cycleway there are pedestrians using it, some of whom clearly feel that a cyclist has no business being there at all, and most of whom have no idea that they themselves are unwittingly in the wrong place. This is understandable as the painted signs on the cycleway have largely disappeared over the years, and the signs at either end (and particularly the Lothian Road end) do not clearly point pedestrians to the pavement on the other side of the road. It would be nice not to have to slow down, grin patiently, turn a deaf ear to complaints etc.

Making it clear who should use which section of road/pavement in which direction would send a clear message that cyclists are not just welcome but encouraged, and this being in a prominent city centre location should raise the profile of city centre cycling.

More obvious signing of the change from two-way to one-way use for road traffic is a safety issue. I have in the past year encountered both a cyclist pedalling up the road (not the cycleway which she hadn't spotted – QED) towards Lothian Road, and more recently a car. This endangers everybody and needs to be addressed.

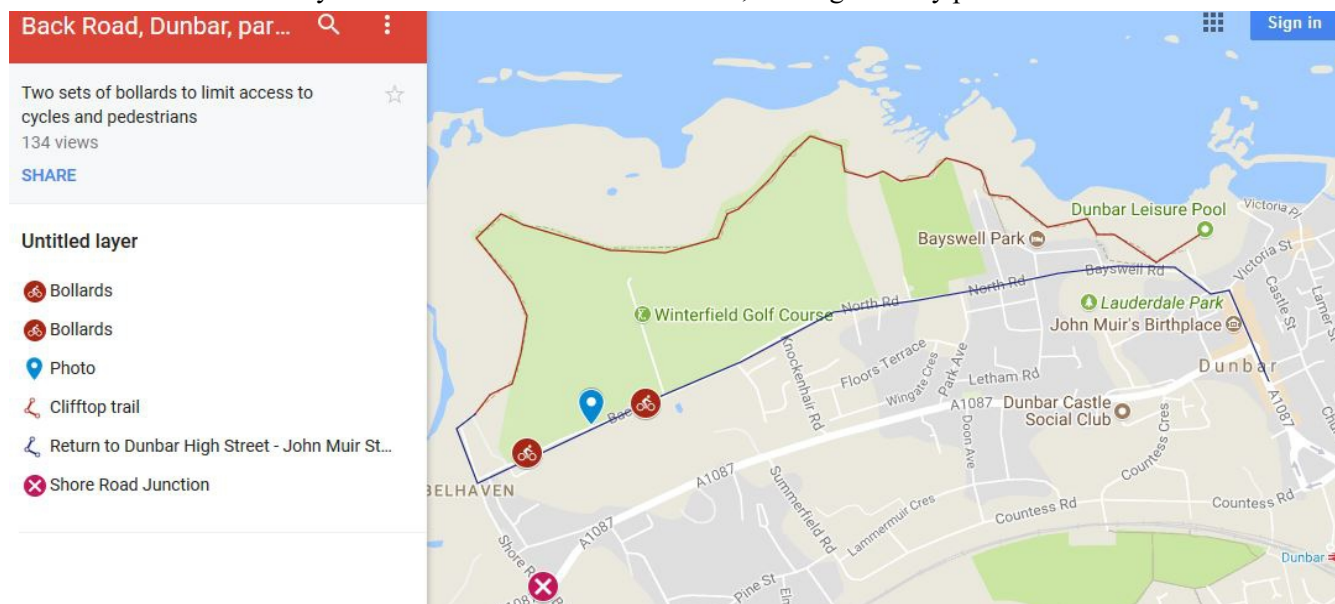
**Spokes note:** This very old scheme does not meet current standards, so the Council is unlikely to do much here without undertaking a more substantial upgrade.



## Dunbar Back Road, restrict cars

1. Restricting a section of the Back Road, Dunbar to cycles and pedestrians. By placing bollards at two points it provides a low cost method of improving both cycling and walking. [Google map](#)

However my idea is more than just improving conditions for cyclists. This road is part of NCN 76 and the John Muir Way (cyclists route) and is well used by pedestrians. Dunbar is an attractive visitor destination for walkers as well as cyclists. The suggested measure will constitute part of the return leg after walking the cliff top trail. It will add to encouraging local tourism. The route is easily accessible from the Rail station. The measure could initially be seasonal to minimise resistance, although ideally permanent.



2. Currently the road completely lacks a footway. (see [map](#) for photo) Restricting access will remove the need for installing a footway and vastly improve the conditions for cycling. It is a moderately steep climb that is a challenge for novice cyclists. The majority of motorists are considerate but there is unwelcome pressure on cyclists, as drivers have to wait to overtake.

There are a large number of new houses being built in Dunbar, with the latest tranche off the Edinburgh Road, between Belhaven and West Barns, as well as many more south of the railway. Motorised traffic levels are very likely to increase. In addition to others measures across Dunbar this will encourage visitors to the beach to come by bike, or foot rather than car.

**As previously stated the road forms part of the NCN 76. It would be appropriate for this section of road to give priority to cyclists and pedestrians. It is also the return route from Belhaven Bay after walking the section of the John Muir way along the cliff top trail. (see [return to Dunbar High St.](#))**



## OTHER ENTRIES

[in random order]

### Rutland Sq drop kerb

1. A dropped kerb as you come through over the bridge from Exchange and into Rutland Square. Or even a direct exit into the square where the last part of wall is (to avoid having to go onto the narrower pavement there).

2. Cycling through from Festival Square through the Exchange and into Rutland Square is a great off road route and its development and improved signage has been very welcome. However, as someone who cycles through on my commute (with a toddler in a bike seat), it would be fantastic to have a dropped kerb coming into Rutland Square. This would enhance an already well used and popular route.

It would be great to have a more direct dropped kerb into Festival Square too (the pedestrian crossing is the best option at the moment but is further south than necessary).

**Spokes note:** See the second-prize entry for comments on this location.

### Cramond uphill shared footway

1. Designate the footpaths on the steep bits of Cramond Road South and Ravelston Dykes Road as a shared cyclepath-and-footpath for cyclists going uphill \*only\*.

2. Cyclists going \*down\* these narrow roads go quickly enough not to be seriously in the way of any traffic. But a cyclist going uphill has two options: either cycle on the road, holding up the traffic and feeling like you're being antisocial, or take to the footpath and (on the rare occasions when you encounter a pedestrian) feel like you're breaking the rules and being antisocial. Making the footpath allow cyclists to keep out of the way of the traffic without breaking any rules. The footpath is on the uphill side of the road in both cases, and the hills are steep enough that cyclists wouldn't be going fast enough to be a hazard to pedestrians.

### Removing dead bikes

1. A big incentive to using a bike in Edinburgh is to have a convenient secure place to lock it. Many bike racks on Edinburgh streets are currently full of 'dead' discarded, abandoned bikes. These bikes have no wheels, handlebars, rusty chains that have long ago fallen off and are obviously no longer in use. When I try to get council staff to remove these bikes to allow current cyclists to use them I am told that the man who used to remove these 'carcasses' has left the council and taken his equipment with him. The only way the council seems to be dealing with this problem is to put in more Sheffield racks.

My idea is for a Community Council or residents group to buy a cordless angle grinder, a battery and charger for this and a set of bolt cutters. These could be used to remove these 'dead' bikes which could be taken to be places such as the Bike Station who refurbish bikes for future use. The equipment could also be lent out to neighbouring group to clear their areas too, especially when litter picks etc are taking place.

2. Rusty, discarded bikes left locked to bike racks don't make cycling look particularly attractive. They also make an area appear neglected and unloved. It

would help to improve an area and raise the profile if cyclists are seen to be improving the City for themselves and others. It is everyone's best interest. This equipment is not particularly expensive. A local store is currently selling cordless angle grinders for £29.99 and a battery pack for £16.99. (We already have the bolt cutters!)

Community Councils tend to know the surrounding CCs and to meet at various events. Many have a history of working collaboratively together so 4 sets of equipment could probably cover the City and free up council staff to do other things if the communities worked on this.



## Shared footway, Braid Hills Rd

1. Braid Hills Rd pavement to be available for 2-way cycling as well as pedestrians between Braid Road and Liberton Drive
2. This is one of the roads within city limits which will remain at 50mph speed limit and is dangerous for cyclists. The pavement is VERY wide and little used by pedestrians. It is in reasonable condition and it would cost very little to put up a couple of blue dual-use signs.

**Spokes note:** The Council is considering separate cycle facilities here, but the consideration is very slow!

## Waitrose access

1. Waitrose Morningside – better access to the cycle parking area from Falcon avenue (road?). More
2. The shop has recently installed much-improved cycle racks (well done!) but the only access to the cycle parking is from the busy corner shared with pedestrians and taxis picking up customers. Access from the other end (near the car ramp) would ease congestion for all users.

## Towpath bell signs

1. A few signs/ posters on the canal towpath reminding cyclists(!) to ring a bell when passing other slower cyclists (like me) and, of course, pedestrians.
2. I liked the previous signs (now taken down) which asked cyclists to cut their speed. The towpath is narrow (and next to water, surprise, surprise). I feel vulnerable and un-nerved when I'm suddenly aware of a faster cyclist about six inches away on my right shoulder, sometimes even left shoulder!

**Spokes note:** Scottish Canals has issued [a major report](#) on towpath improvements and how to foster considerate towpath use by all. There is also now an Edinburgh Council Canal Champion, [Cllr Gavin Corbett](#) (a Spokes member) to whom comments and suggestions can usefully be emailed, [Gavin.Corbett@edinburgh.gov.uk](mailto:Gavin.Corbett@edinburgh.gov.uk). Also Spokes can supply our [Shared Path](#) leaflet – indeed one member occasionally leaflets towpath users.

## Enforce bike lane waiting regs

1. Better enforcement of no waiting/no loading zones and times along key cycling routes so that cycle lanes remain clear. The stretch along George IV Bridge, Bristo Place, and Forrest Road is particularly bad, sometimes extending to Bank Street and Market Street. The Tesco Express on Causewayside is also a pretty much daily problem. I'm sure cyclists elsewhere in the city could add to the list
2. Having to move out around parked vehicles and merge into the main flow of traffic adds risk for any cyclist and is intimidating for less experienced or less confident cyclists. The presence of the parked vehicle also makes a cyclist less visible to cars behind when he or she moves back into the cycle lane. Many of the busier streets I cycle have no waiting/no loading restrictions that should mean this isn't a problem during peak hours (in addition to the rule in the highway code that says a driver shouldn't stop or park obstructing a cycle lane) — but the restrictions are ignored on a pretty much daily basis. Enforcing it would make cycling safer, and **the costs should be offset by the parking fines collected**. It should also improve general traffic flow, as drivers also have to navigate around the parked vehicles, albeit to a lesser extent, and deal with slower moving cyclists merging in and out of the main lane.

**Spokes note:** The Council's [Active Travel Action Plan](#) (2016 edition) promises, “We will review parking restrictions in cycle lanes, with a view to enhancing them.” We don't know what stage the review is at currently.

## Russell Rd footway bike signs

1. The pavement along the west end of Russell Road is wide and is visually divided along its length. It feels like a shared pavement and cycle path, especially since the divided pavement runs from the foot of the zig zag link from cycle path 1 along the route of cycle path 8. However, it's not clearly marked: my low cost idea is to paint bike symbols on one half of the pavement to show that it is a cycle path – if I'm right in assuming that it is!
2. Clear marking would reduce confusion for both pedestrians and cyclists. Also would encourage cyclists to use the motor traffic-free option of the cycle path: Russell Road is busy at rush hour and cyclist safety is compromised by the condition of the westbound carriageway, the large number of parked cars and the chicane in the road layout.

## **Traffic light speed-sensors**

1. Speed sensors on Leith Walk traffic lights change the lights to red if any vehicle exceeds the speed limit. With existing technology this could be done cheaply and quickly. (May I credit Nigel Bagshaw with this idea, I first heard of it from him-I believe he said it had been successfully used in Spain).

2. Simple, the offending person has to endure the social disapproval of all the other people they have inconvenienced by their selfish behaviour.

The streets become much safer for cyclists and pedestrians as traffic is at or below the safe speed limit and this would, I hope, encourage active travel as cycling and walking would be perceived as safer than at present when many are too scared to cycle because of the perceived danger from motorised traffic.

Well actually this applies to all of the busy roads in Edinburgh, but to meet your criteria let's just say it's Lothian Road. A further development could be other sensors to influence driving behaviour to make life safer for active travel eg sensors protecting advanced stop lines at junctions, or bike/bus lanes.

## **Haddington cargo-bike trial**

1. To rent some cargo bikes for half a day and bring them to Haddington for the next public consultation for the Town Centre Design Project. The idea would be for people to try them out and think about using them, especially people who believe they can't manage without their car.

2. Haddington is having a Town Centre Design Consultation, to improve public spaces and encourage more people. The community's 2012 Vision for the town centre was: "getting about on foot should be much easier, car access and parking, whilst important, should be less dominant".

The project planners would like to reduce traffic volume and parking spaces in the main centre but traders are worried that customers won't like it and this will reduce business. I went along to the first public consultation, people with cars were saying they felt they couldn't manage without car access to the town centre.

It would be good if some cargo bikes could be rented for a day and brought to Haddington to be made available for people to try out at the next consultation meeting on 14 September, to see if cargo bikes might be a good solution for shopping in the town centre without your car. There could maybe be electrically-assisted cargo bikes for people who aren't able to pedal.

People might realise that they can manage without their car. This would make the town centre healthier, happier, quieter and better for cycling. (At the moment the town centre stresses people out because they can't drive through easily, it gets congested, there are often hold ups and traffic jams, they can't find a parking space, it's difficult for pedestrians to cross the road sometimes too, and not a good place to cycle)

**Spokes note:** We have published [a paper](#) covering the growing importance and need for promotion of e-bikes and cargo bikes, and the autumn Spokes Bulletin will have a feature on e-mobility. Sustrans Scotland currently has a 'library' of cargo bikes for trial use, and that might be a good way for this entry to be implemented.

## **South Meadow Walk swapover**

1. This is regarding the cycling paths South Meadow Walk and Leamington Walk: The path is divided into walkway and cycle path. Cycling from Argyle Place the cycling path is on the right, but then changes to the left side when crossing Meadow place. Here pedestrians and cyclists have to cross paths to stay on their path. I suggest changing left and right from Argyle Place to Meadow Place, so this swap wouldn't happen.

Also I would suggest painting the cycle on the cycling path facing up and/or down to show cyclists what side of the cycling path they are meant to drive on, especially when crossing a road.

2. This is to make it safer for pedestrians and cyclists on a very busy path and to eliminate any confusion on where we are meant to be cycling.

## **Eskbank rly stn NCN signs**

1. At Eskbank railway station, erect a sign below each of (or some of) the platform signs bearing the name of the station with the words "Alight here for the National Cycle Network"

2. It would make it easier for passengers (residents and visitors plus others) to realise there is an excellent bike/rail connection here, and encourage more people to use the network.



## Family cycling library

1. Inspired by the [Hackney Family Cycling Library](#) I propose a two hour monthly Lothian Family Cycling Library- possibly run by volunteers - with storage space being the main cost. Hackney managed to start out with donated equipment and have developed a relationship with Carry Me. I suggest other companies may be willing to loan equipment to the cycle library in return for the potential business and advertising generated.

2. As a family with young children we love cycling but found it very difficult to get information about how to get out on the roads safely with our children and had even less idea about how we might make that happen.

After hours of research and chatting to people in online forums we have found a solution that works for us at this stage of life but we would have loved to meet other local cycling parents, see examples of suitable equipment and get the chance to try it out.

We've always been met with such enthusiasm by other parents when they see us out on our bikes with our kids. There is a passion for this in this city- but we need to help parents overcome the barriers to enable their children become as addicted to their wheels as they are!



## Haymkt red surface avoiding Grosvenor St

1. When cycling from Dalry Road heading onto West Maitland Street towards the city centre at Haymarket, you are crossing the tram tracks.

My suggestion is to paint a cycling lane in this particular place to make drivers aware what direction cyclist will take when crossing this intersection. The painting should continue past Grosvenor Street to make it obvious that cyclists will not turn down that way but continue towards the city.

It is exactly like it has been done a bit further down the street just outside the station when you are cycling from the city centre towards Corstorphine where the taxis leave their parking space.

2. This is for safety. Not only does it highlight the tracks for people that have never been there before, but it also shows drivers that when cyclists drive straight, it's not necessarily to continue down Grosvenor Street, but because cyclists have to cross the tracks in a 90 degree angle to stay safe and not get caught in the tracks.

**Spokes note:** This manoeuvre is a very dangerous one for cyclists turning right into West Maitland Street, of which the Council is aware, and which certainly needs safety measures. We are unsure about the entrant's solution as it could give some cyclists – especially perhaps visitors - a false sense of security. Our preferred solution is closing Grosvenor Street to entry from Dalry Road, but the Council says this would create impossible levels of congestion in W. Maitland Street and at Haymarket junction itself.

## Shared footway, Thirlestane Rd

1. Create a shared pedestrian/bike path on the south side of Thirlestane Road, connecting the Warrender Park Swim Centre to Whitehouse Loan.

Specifically, change the use of the pavement to shared use between Warrender Swim Centre and Whitehouse Loan. This pavement runs alongside a wall, rather than houses, so a shared-use path would be practical and would not inconvenience people who live on the street. There is one driveway crossing the pavement, at which cyclists would have to give way. There are two pedestrian gates in the wall which are rarely used; some signage may be necessary on the inside of these gates, as well as signage on the path itself.

2. The path would encourage and simplify cycling to Warrender Swim Centre, thus encouraging both an increase in journeys taken by bike and use of the gym and swimming pool.

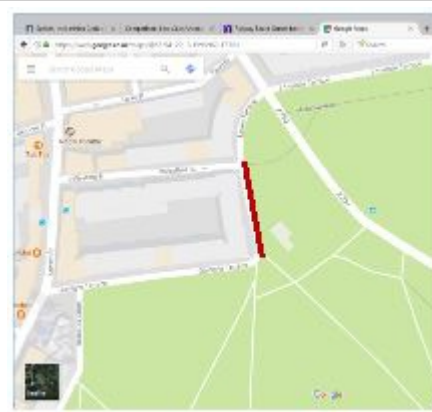
Thirlestane Road is cobbled, which makes cycling unpleasant, and discourages cycling to the swim centre. In rainy weather, cobbles are also more dangerous than tarmac for cyclists. The pavement on the stretch of road described makes a low-cost, practical alternative.

## Glengyle Terr 2-way

1. Allow two-way cycling on Glengyle Terrace to connect Bruntsfield Links with the crossing over Melville Drive.

2. The Melville Drive crossing is much used and appreciated, crossing a busy road and allowing bikes to use cycle paths and quiet roads away from traffic.

Cycling away from town (i.e south-west), it is easy to gain access to the paths across Bruntsfield Links via Glengyle Terrace. It would be useful to have the same access cycling into town, but Glengyle Terrace is one-way.



Making this connection would improve the connectivity of cycle paths in South Edinburgh.

## Signs to Dalkeith/Gilmerton path

1. In Edinburgh on A701 from North Bridge to its junction with A772, and on A772 from this junction to the boundary with Midlothian (the bridge over of the A720), erect signs on selected lighting columns or posts showing “Dalkeith via Gilmerton” plus an arrow and a cycle symbol for southbound cyclists, and similar signs showing “Edinburgh City Centre” plus a cycle symbol and an arrow for northbound cyclists.

2. These signs would complement those which exist on the Midlothian section of the recognised Dalkeith / Edinburgh “commuter route” and replace the existing and inconsistent signage currently in place. The existence of these signs will further impact existing road users, particularly car drivers and passengers, and increase the likelihood that they will consider and adopt cycling as a means of transport between Dalkeith and Edinburgh, thus reducing the motor traffic. It will also make cycling safer still on that route through greater visibility of the provision for cyclists.

## A71 Addiewell path cleanup

1. The existing 2km of footway on the north side of the A71 between West Calder and Addiewell could easily be upgraded to a joint use path. Encroachment of soil could be scraped off the path to bring it back to its original width, the surface could be swept clean of broken glass and loose stone that has gathered over time.

2. The A71 is a busy road with fast moving vehicles from cars to articulated trucks discouraging cycle use. Persons travelling between Addiewell and West Calder have a choice of bus, car or the poorly surfaced path littered with broken glass and a loose rough surface.

It could link the village of Addiewell onto the Quiet Cycle route proposed by West Calder Development Trust through West Calder and potentially joining to paths to the new West Calder High School. In the longer term, a fresh smoother surface could be laid down over the existing base, but that would cost more than in this 'low cost' competition.



## Sign Dunbar railway stn circular family route

1. Signing routes for circular family friendly/ novice routes from railway stations in East Lothian. Currently there are routes available for download online. As the competition budget is limited the routes could focus on one station e.g. Dunbar and when further funds are available more routes could be added.

2. Providing signed routes makes life considerably easier for cyclists. There are attractive routes that many people will not know about or that reading a map will be a barrier to cycling. I would happily follow a signed route, because there is an excellent chance it will be the best option around.

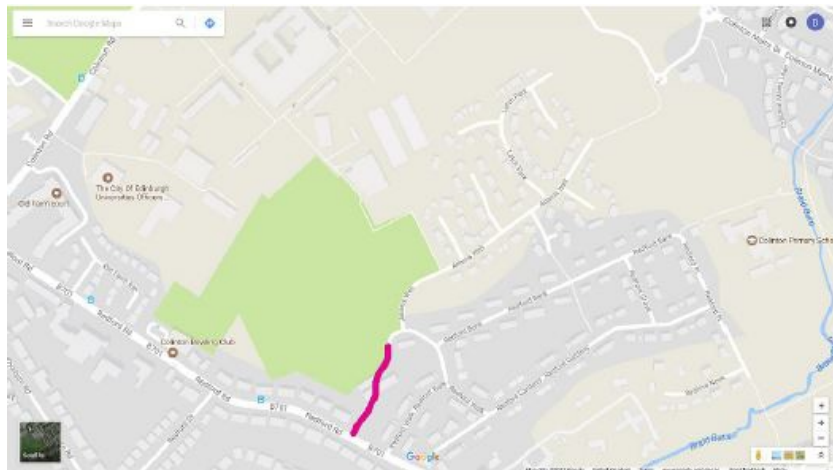
Following the example of Borders Council that have signed routes using simple coloured roundels East Lothian could be an even more attractive place for local cyclists, particularly those new to the area and of course the cycling visitor.



## Sign Adams Well to Redford Rd

1. The route shown approximately in the map exists today, and is used by both cyclists and pedestrians. It crosses waste ground that, I believe, is owned by the MoD. There is an old asphalt path. To encourage use, and, hopefully, to protect it from future development, I would like to see it sign-posted as a cycling and pedestrian route.

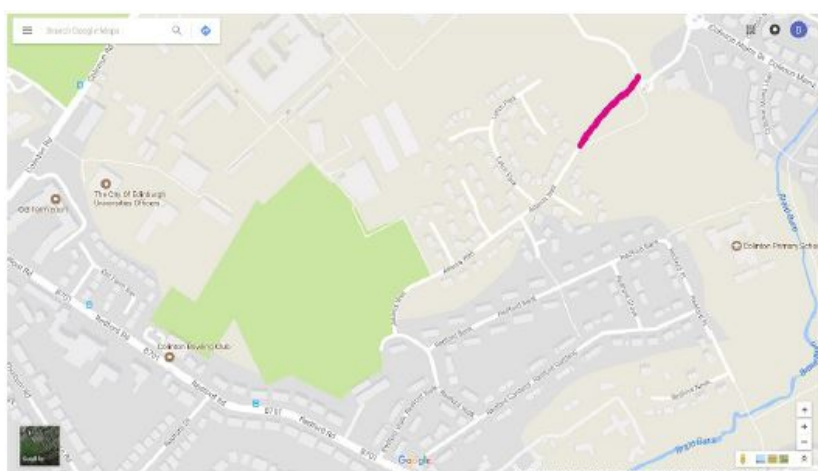
2. Together with my proposal to improve access between Tesco Car Park and Adams Well, this proposal would improve this convenient, off-road, route between Colinton and Colinton Mains, and be an effective extension to Braid Valley path. It is currently used by school children, shoppers, and commuters. Ideally it could also be tidied, lit, etc.



## Upgrade Adams Well to Tesco path

1. The route shown in the map above exists as a muddy streak running from Adams Well directly to the Tesco car park, and is used by both cyclists and pedestrians. It crosses a grassy field that, I believe is owned by the MoD. To encourage use, and, hopefully, to protect it from future development, I would like to see it sign-posted as a cycling and pedestrian route, and made into a proper gravel or asphalt path. Ideally, it could also be lit.

2. Together with my proposal for improving the access between Redford Road and Adams Well, this proposal would improve this convenient, off-road, route between Colinton and Colinton Mains, and be an effective extension to the Braid Valley path. It is currently used by school children, shoppers, and commuters.



## Jocks Lodge/Smokey Brae cycle lane

1. To paint a white line from the bike box at the top of Smokey Brae (Restalrig Road South) at Jocks Lodge Crossroads to create a cycle lane as far down the hill as possible. Cheap as chips!

2. This would enable cyclists to get up Smokey Brae to the bike box safely as normally they are blocked by cars but there is space for both. It would encourage more car drivers to consider cyclists by giving them space so they don't get stuck or cycle up the wrong side of the road to get to the bike box.



## Highway Code Challenge

1. To have a 'Highway Code Challenge' for people in Edinburgh & the Lothians advertised. People sign up for it then everyday for a month they have to answer highway code multiple choice questions. They text their answer and whether they are a cyclist, a taxi driver, a biker, a pedestrian, 4x4 driver, van driver, etc. With some questions about the risks cyclists face. At the end of the month we find out which group knows their stuff! Hopefully there'll be a healthy bit of competition and perhaps prizes!

2. People would get a bit of a refresher on the highway code leading to more cyclists following it, more people considering cyclists and safer and happier road users!



## Female cycle commuting online buddy scheme

1. My idea is based on behaviour change, rather than infrastructure. The money would be spent on setting up an online pilot buddying system, potentially hosted on the Spokes website, for experienced female cyclists to help other women to take up cycle commuting. On one side, female ‘buddies’ sign up to offer their services as a buddy on shared trips to work, and on the other side, “aspiring cyclists” are able to request a buddy to help them start cycle commuting to work. Aspiring cyclists would be offered up to 3 trips accompanied by their buddy, which could be arranged to suit each party – either 3 consecutive mornings or evenings, or spread out over a longer period of time.

Firstly, the female buddies (potentially Spokes members and wider contacts) would be invited to register for the scheme by entering their information online. Then aspiring cyclists would also be invited to register and request a buddy for their commute, setting out the start and end point, the time by which they need to be at work and any other relevant information. Once an aspiring cyclist has entered her request, it would be sent around to all registered buddies and the first buddy to respond would then contact the cyclist directly by email to arrange a time/place to meet. The buddy would also do some research with her Spokes map to find the most direct quiet route from home to work for the aspiring cyclist. There would be no cost for a cyclist to register, but (if satisfied with the scheme) they are strongly encouraged to pass on information about the scheme to another colleague/friend so that the number of female cycle commuters rises over time. Buddies are acting as volunteers, but by choosing to accept the request they will only take on a commute that is also convenient for them if they are also commuting to work themselves. If they are not currently working it would give them an incentive to get out for a ride, and to help someone at the same time.

**Costs:** as well as the cost of setting up the pilot scheme online, there would be some publicity costs but this could be done mainly through social media and cycling contacts already held by Spokes. Likewise, areas where there is a high concentration of commuters, eg, Edinburgh Park, could be targeted by volunteers producing posters for offices to display and sending them to these buildings – or dropping them off by hand.

2. The overall aim is to increase the number of cycle-commuters by targeting women who (anecdotally) currently appear to be in a minority. This would of course have many benefits for the women concerned, in terms of their health and wellbeing, and it may also have the effect of removing another car from the streets. For the volunteer buddies, they would gain pleasure from “giving something back” to cycling and helping another woman to get on her bicycle and enjoy the benefits.

Many women are nervous of taking up cycling and non-cyclists are also often unaware of the safer and quieter routes they could use to make their rides safer and more pleasant, which experienced cyclists already know about. The buddy could also give strategies to get through unavoidable tricky areas like roundabouts, so this system would enable aspiring cyclists to gain confidence. By choosing to have their 3 trips at times which suit them they can build up their own self-reliance through having the option to cycle trips by themselves, eg, for the return trip after their morning buddy commute, and to then chat about this the next day with their buddy. Clearly the cyclists would already need to have use of a bicycle, with lights, but there must be many women who have access to a bike but are too nervous to ride themselves in urban areas. Likewise, while many men would be very sympathetic and helpful buddies, there is no doubt that many women would feel more comfortable with another female rider to help them, especially if they are building up their fitness levels, worried about having to cycle too fast to keep up, or not sure what to wear, etc. The chat while cycling could be a good opportunity to discuss these matters.

I would suggest the scheme runs for a fixed period, say April to October 2018, to take advantage of lighter days and better weather, and if it is successful it could be promoted as a low-cost package for other local authority areas to try out.

**Spokes note:** Although not women-only, some organisations run bike-buddy schemes, for example [Edinburgh University](#). Thought [SEStran](#) also did so, but can't see it on their website, so maybe not.

## Traffic-light jumping signs

1. Attach signs to traffic lights at busy junctions informing cyclists it is an offence to jump red lights.

2. Everyday I see cyclists jumping red lights and cycling through pedestrians who are crossing the road. This practice infuriates pedestrians and drivers and breeds bad feeling towards cyclists which can only have a detrimental effect on all cyclists across the city.

## Abercorn-Duntarvie link

1. West Lothian: Near GR 074773 on the busy, fast A904(Queensferry to Grangemouth road) there is a useful dual-use pavement to take you safely from the road from Philpstoun to the turn for Abercorn. This continues inexplicably for a hundred metres or so eastwards and then stops! The photo shows a very clear desire line in the form of a rough path on the grass beside the main road, up to the point where the minor road to Duntarvie Castle goes off on the right (just in front of the white van).

A hundred metres of tarmac would do the job, plus a dipped kerb and a "cyclists crossing" sign. (A Rolls Royce job would include lights or on-road assistance to help cyclists make the right turn into the minor road.)

When contacted a few years ago about this, West Lothian said it was "on their list" awaiting funding, so maybe a little nudge could move it up the list.....

2. Linlithgow - Edinburgh is a very popular day ride and the quiet route by Philpstoun and Totleywells is a great alternative to the Canal towpath.

It's a miracle that the route has survived both the construction of the M9 and the Queensferry crossing, so it's a pity that this short section of busy road spoils it.

If improved and promoted it could make a not-too-demanding round trip for relatively inexperienced and perhaps take some pressure off the canal towpath.



A further couple of hundred metres of tarmac would give safe access to the Hopetoun Garden Centre, which is in just the right place for a tea or coffee stop but is inaccessible to all but the most confident cyclist! Maybe the Hopetoun estate could be persuaded to contribute - it would increase their sales of tea and cake...

## Re-open Waverley tunnel

1. My idea (which may or may not be regarded as low cost) would be to re-open the tunnel which runs below Scotland Street between St George V's Park and Waverley Station.

2. Two factors which are significant deterrent to cycling in Edinburgh are the hills and car/vehicle traffic, particularly in busy areas such as the top of Leith Walk and Leith Street. Many people live or work in North Edinburgh and have reason to use the train, perhaps because they live in Glasgow and work in North Edinburgh or because like me, I work in Edinburgh but sometimes have to catch a train to Uphall or to Glasgow. To catch the train this requires a cycle journey up Leith Walk and then Leith Street which gets increasingly steep and hazardous. All of the current access routes into Waverley involve some downhill so some of effort put in to gain height is lost. Some routes involve crossing the tram tracks and avoiding pedestrians who are trying to cross roads even when the lights are green

**If the tunnel was re-opened, it would be possible to cycle from Leith to Waverley station along an old train track the gradient of which would enable cyclists to travel from north Edinburgh to Waverley much more comfortably and safely. This would facilitate a significant increase in the number of cyclists in Edinburgh.** It would also enable "road free" access for bicycles from Waverley to the north Edinburgh cycle paths – again this would facilitate a significant increase in cycling in the city as it avoids the challenges (and danger) of cycling in the centre of the city as well as the hill out of Waverley station (if you don't take the lift).

## Lothian Rd to Shandwick Place – paint a cycle lane

1. Paint a cycleway between the stepped curb on Lothian Rd (West side just before junction with Princes St) and the stepped curb on Princes St (South side heading towards Shandwick Place). Having the stepped curbs hints that the intention is to facilitate a bike route across the junction at the West End, but it has never been completed as I initially expected it would be.

There is something similar at the bottom of the Mound, where a cycleway has indeed been painted to allow cyclists a left turn onto Princes St using stepped curbs at either end.

2. It would legitimise and facilitate bike journeys crossing from Lothian Rd to Shandwick Place/ Queensferry St, would make pedestrians aware of the possibility that cyclists may be crossing, and would clarify what we are in fact supposed to do. If not that, then another clearly signed route for the West End junction would be welcomed (particularly given the tram track hazard).

**Spokes note:** This left turn should be solved by the east-west cycleroute - and a re-think of the [West End junction](#) as it affects cycling and walking, following the death of student Zhi Min Soh. The solution to this particular manoeuvre may therefore be different and significantly better than the above low-cost idea.

## Create standards for roads with cycleroutes

1. There may be a number of reasons this is not possible and I am not aware of all the politics but my idea was simply an agreement.

If Edinburgh council could agree with spokes what an appropriate road layout would look like for various sizes of roads and pavements that would incorporate cycle paths and make it standard. It would then simply be agreed that any roads that are lifted for resurfacing, works on services or road layout changes would have to be completed to that standard. Large housing developments would also have to build their roads to this standard and as with a lot of developments they are increasing traffic in the area so they could be forced to change roads in the sounding areas to encourage cycling to reduce the strain they putting on that area.

With this the council would not be asked to find large sums of funding to change roads but to simply pass the responsibility on in conditions to their planning permission. It must be cheaper to lay a cycle path while laying a road than to tear it up and add the cycle path afterwards.

It may mean there are small patches of good cycle lanes but in time it might not seem such a big task to join these patches together.

2. I think everyone is aware that not being separated from traffic is the biggest thing putting people off cycling. I am sure we would all agree we take some long round about routes just to get use of that nice stretch away from traffic. I think once people felt a percentage of their journey would be separated from traffic they would be more inclined to cycle to work.

**Spokes Note:** The Council [Street Design Guidance](#) document has recently been completed, and is to be supplemented with more detailed technical guidance factsheets on individual aspects including cycle facilities.



## Flush kerb: Arboretum Av to Inverleith Park

1. My low-cost idea is a flush kerb here on Arboretum Avenue, behind the Grange Cricket Ground at the end of the path which connects the Inverleith Park end of Portgower Place to Arboretum Avenue.

2. This would make cycling better, for me and for other people, as well as improving access for others using wheels, especially as the pavement is a high one just there.

Currently you have to get off the bike to get onto the path and coming from the path onto the road is a big bump unless you get off.



## Modern Art Gallery ramp

1. Although this is not part of a cycle route as such, my low-cost idea is a ramp to access the Gallery of Modern Art near the Belford Bridge entrance gate, where there are currently 2 steep steps.

2. This would make access to the Gallery better to and from this direction (the South), for anyone using wheels, as currently wheelchair access probably requires a journey round by the road, which is longer, and where the road and the pavements are narrow and steep.



## Bruntsfield Links speeding measures

1. take measures which reduce speeding by cyclists who use **Edinburgh's Bruntsfield Links**.

The adjacent pathway/cycleway on Bruntsfield Links is well used by both pedestrians and cyclists.

The route has a long slope down which a fair number of cyclists hurtle at great speed. I wouldn't be surprised if some of them exceed the 20mph limit which applies to vehicles using nearby roads. This can be frightening for pedestrians as well as cyclists going up the slope, especially when these speedsters use excessively bright flashing lights. It wouldn't take much for a tragic accident to occur if one of them suddenly lost control. Such cycling could well be deemed inconsiderate and/or dangerous.

Apart from one raised area at a junction with a side path, there is nothing to inform cyclists that going too fast is unacceptable.

Measures need to be taken to reduce speeding (eg more raised areas / 'speed bumps', add 'SLOW signs) - see attached pictures.

These pathway/cycleway intersections on **Bruntsfield Links** need to be improved in order to reduce the speed of cyclists going down the slope (on south side - right hand side in pictures) ...



... this raised area needs SLOW painted on the cycleway and repainting of the worn line ...



... this intersection needs to have a raised area with SLOW painted on the cycleway ....

... as seen on this downhill slope of the cycleway on Middle Meadow Walk leading to **The Meadows** ...



2. This calming idea would:-

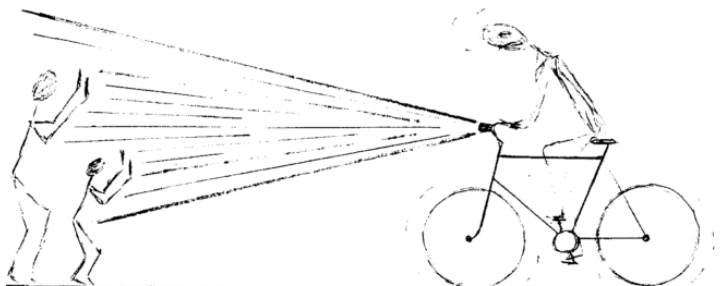
- \* encourage moderate/timid cyclists (who are intimidated by speeding cyclists) to use the route
- \* educate cyclists that Inconsiderate and dangerous cycling is unacceptable
- \* help increase calm and reduce stress, and make city life less frantic
- \* reduce friction between pedestrians and cyclists
- \* **give cycling as an activity a kinder friendlier image**

## Telfer Subway signs re dazzling

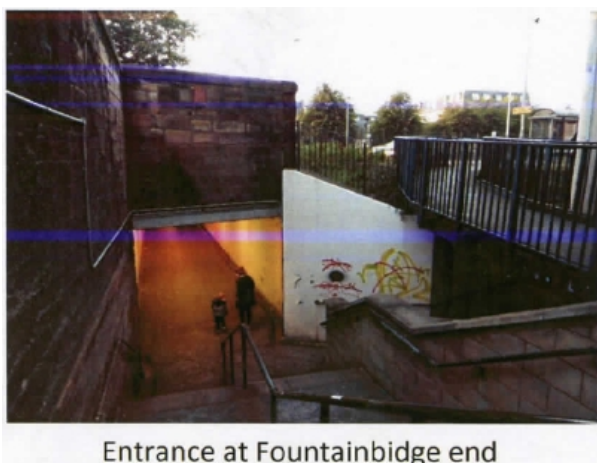
1. Introduce signage at **Edinburgh's Telfer Subway** to stop cyclists using excessive lighting.

The Subway (which links Fountainbridge and Dairy) is open 24/7 and is well used throughout the day, predominantly by pedestrians but also by cyclists. There's no need at all for cyclists to use lights because the tunnel is always well lit. The lighting inside is more or less the same whether it's a bright summer's day or a dark winter's night outside.

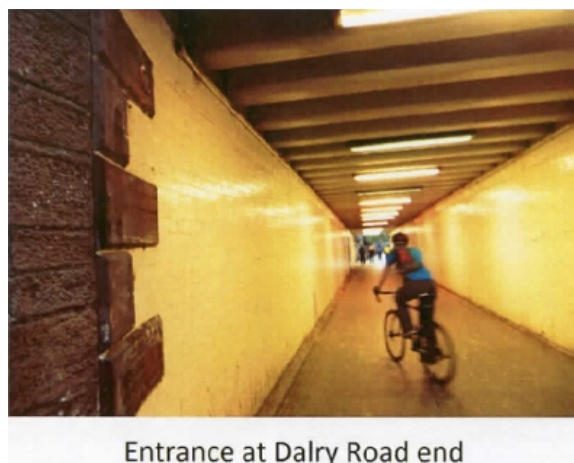
Cyclists don't use lights in the tunnel during the daylight hours of summer, but start using them during hours of darkness - especially (of course) during the long winter months. Using moderate lights is not such a problem, but increasingly cyclists are using powerful LED lights often on flash mode. These dazzle and intimidate pedestrians and oncoming cyclists. It's worse when several cyclists bunch together to produce an alarming succession of bright (flashing) lights. Anyone who is sensitive to such a sensory overload is especially vulnerable. It makes walking or cycling through the tunnel an unpleasant stressful experience. These cyclists don't seem to be aware that it's important to be considerate to others and that it's unlawful to use lights that dazzle or cause discomfort to pedestrians and other cyclists (Rule 114 of The Highway Code).



Signage is needed at both entrances to the Subway and on the approach pathways to limit the lighting used by cyclists. The exact wording would be open for discussion, but some possibilities are: "Cyclists - Switch Off Lights", "Cyclists - Use Dim Lights Only", "Cyclists - Don't Dazzle Others", "Cyclists - Lights that Dazzle are Illegal". Signage could perhaps be erected on a seasonal basis during the darker months of the year.



Entrance at Fountainbridge end



Entrance at Dairy Road end

2. This calming idea would:-

- \* encourage moderate/timid cyclists (who are intimidated by excessive lighting) to use the Subway
- \* educate cyclists about the illegality of using lights that dazzle
- \* help increase calm and reduce stress, and make city life less frantic
- \* reduce friction between pedestrians and cyclists

### HIGHWAY CODE

#### **Rule 114**

#### **You MUST NOT**

- use any lights in a way which would dazzle or cause discomfort to other road users, including pedestrians, cyclists and horse riders

**Law RVLr reg 27**



## ***Notes on the judging process...***

There were a total of 57 entries.

The judges took account of these criteria from the competition entry form...

- Ideas likely to cost up to a few £1000s, so *not* a new cyclerooute or a roundabout rebuild.
- Your entry must be about a specific possibility, place or idea in Edinburgh or Lothian – for example, a specific kerb affecting you, not a general plea for flush kerbs.
- Importantly, you should also say *why* it's such a great idea

So we were **not** judging solely the idea itself. Only one entry was totally ruled out (on cost grounds) – reopening the Waverley tunnel. However other entries were likely to get a lower priority if they appeared costly in capital *or* ongoing costs [for example surfacing a 100m path could easily cost £10,000+] and/or a higher priority if there was a good explanation of why it is a great idea – a photo illustrating the idea or problem often helped.

Several ideas were raised by more than one person. In that case the entry which we felt made the case best was chosen as a prizewinner.

Judging was done anonymously, with judges not knowing the names of entrants.

Judging was by 4 members of Spokes Resources Group, together with one expert external judge, Chris Brace of Sustrans, who was also cycle officer at Edinburgh Council for several years.