

*** continued from page 1

should show where cyclists are permitted. Our Cycleway Group will be following this up to ensure that such paths carry direction signs showing a bicycle as well as a pedestrian; and that publicity leaflets mention cyclists.



Additionally, nearby roads should carry direction signs to the path, as has been done by the Region for the Meadows cycleway.

YOU can help by writing to your District Councillor about any path which you use and which needs signing [let us have a copy of your letter]. Get their name from the CAB (031-557-1500).

Within Edinburgh District some of the more important paths are: Slateford/Balerno, Warriston/Leith, Easter Road/Seafield, Corstorphine/Balgreen, Longstone/Drumbryden (Hailes Quarry path) and Queensferry/Kirkliston (not yet open). Members in the Lothians could take the matter up with their local Council (eg. for the Bonnyrigg/Penicuik and Pencaitland paths); we would be pleased to back you up in this.

* continued from page 1

A final sign of the new mood was the publication of a government circular for Scotland covering cyclist traffic signs (the Regulations, no. 1982/1879, are available from the government bookshop, 13a Castle St., Edinburgh, at the rip-off price of £2.55).

Scottish Office staff are themselves getting on their bikes at an increasing rate. The bank of Sheffield racks which was installed outside New St. Andrews House, following exposure in the Times and Guardian of the cycle parking 'scandal at the Scottish Office', has become very over-populated, and further racks are to be erected.

HOW TO GET INVOLVED

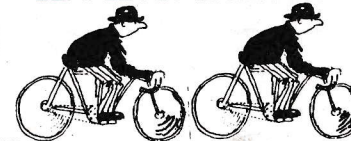
You are very welcome to come to any SPOKES event - see diary inside. For 1984 our monthly 'general meetings' at Kay's Bar (39 Jamaica St, upstairs room) will discuss business from 8-9.15 ish, but will be purely social from 9.30 on. Come along to either or both parts, whichever you prefer!

JOIN A SPOKES WORKING GROUP

Most of our activity happens through 'working groups' on various topics. This leaflet gives an idea of the work of each group. If you could help by joining a group, please enter the name of the group on your membership form, or just phone up the group co-ordinator for details of the next meeting.

SPOKES

LEAFLET 21 EARLY 1984



THE LOTHIAN CYCLE CAMPAIGN 031-225-6906
53 George IV Bridge, Edinburgh EH1 1EJ

CYCLISTS THROWN OFF RAILWAY PATHS

Two SPOKES members have been thrown off railway paths, on which cycling is permitted, by local police officers who were under the impression that cyclists were prohibited. Member Andrew Grant, who also represents cyclists on the Edinburgh Accident Prevention Council, has twice been asked to leave the Slateford/Balerno track, whilst another member received the same treatment on the Warriston/Leith path.

Both paths are owned by the District Council and do not have signposts indicating that cyclists are permitted. However it is District Council policy that these paths are for joint pedestrian/cycle use; the Local Plans for Currie/Balerno and for Leith make this clear. Likewise, a letter from Cllr. Cayave, then chairman of the Planning Committee, stated that the District were "promoting walkways/cycleways which will encourage more people to walk or cycle to work or for leisure", on these routes.



It is difficult to blame the particular police officers involved - paths are everywhere, with cycling intended on some and not others, and no

obvious way to tell which. (It is in fact the view of our legal adviser that "cycling is permitted for cyclists of any age on paths which do not carry No Cycling signs", but this is not universally accepted). However, where cycling is definitely intended on a path, then to avoid conflicts with police or pedestrians it is important that the signs make this clear.

Certainly we would hate to see every path festooned with Meadows-style signs on each lamp-post. However, a tasteful direction sign of the government-approved style (see illustration)



should be provided at entrances to all paths intended for cyclists, and at roads leading to them. Leaflets about these paths should tell cyclists they are allowed and remind them to give every consideration to pedestrians.

At present many cyclists do not know of the existence of the railway paths, and others do not use them because it is not clear that cyclists are allowed. According to the Institution of Highways and Transportation a higher level of usage would be valuable as it would justify more facilities and it would help deter signing of isolated paths.

The question of signing of paths was recently discussed by the District, following a motion by SPOKES member Councillor Gorrie, and it was agreed that signs and leaflets *** continued on back

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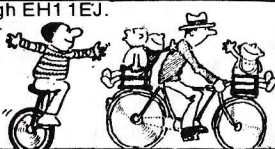
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1. Please send a membership application form yes/no
2. Please send a SPOKESHOP price list yes/no
3. Please send a Lothian Regional Council Cycling leaflet..... yes/no
4. Your name and address....



»»» Please enclose a stamped addressed envelope (9" x 4" if possible) «««

SPOKES PARTY

This year's party will be on 2nd February at Sinatra's, St. James Centre. Two free tickets will be sent to members in the January mailing. If yours hasn't arrived by Jan. 30th, contact Events Group [Harry, 229-6274]. It is hoped for a repeat of a well-known cycle cabaret act at the party!

NEW MOOD AT SCOTTISH OFFICE??

After years of disinterest there are signs that provision for cyclists is being taken more seriously by the Scottish Office - although the position is still well behind that south of the border.

The Scottish Office review of cycling policy is due for completion by the end of 1983, and new minister Michael Ancram has promised that a policy statement will follow. In submissions to the review SPOKES has catalogued many areas where Scotland falls behind the Department of Transport's policies for Wales and England.

In mid-1983 the Grimshaw study of off-road opportunities was set up by the Scottish Office, and this is now proceeding apace. 1000 km of disused rail lines have been identified in Strathclyde and 250 km in Lothian, and survey work on potential

WHAT'S IN STORE FOR '84

Make sure to reserve these dates now - and see inside for our regular diary of events.

May 13th: Railway Paths Ride (replacing the traditional Princes St. rally).

June 23rd: Edinburgh/St. Andrews mass ride (date still provisional).

foot/cycle paths throughout Scotland is underway.

SPOKES has been consulted on the Roads [Scotland] Bill, now before Parliament - though we have still to see which of our comments, if any, will be incorporated in government amendments. We are particularly delighted that the Scottish Office has now agreed to consult the Scottish Cycle Campaign Network (comprising groups in Aberdeen, Lothian and Glasgow, together with the local groups of FOE Scotland) on all future trunk road proposals. We will be seeking especially to ensure that important minor roads and paths are not cut off by new roads.

INSIDE: Rose Street closure
More cycle parking New SPOKES factsheets
Meadows bike count + feature on SPOKES groups

* continued on back

EVENTS GROUP

Organises rallies, fun-runs, parties, mass rides, car/bike commuter races, etc. Details from Harry Henniker, 229-6274.

The Events Group is planning a whole new vista of opportunities for SPOKES members and friends in 1984.

GENERAL/SOCIAL MEETINGS

General meetings continue on the second Wednesday each month upstairs at Kay's Bar, 39 Jamaica Street. However, we intend to complete all business by 9.15 or so, and the meetings will be purely social from 9.30 pm. Come to whichever part interests you most!

SUNDAY RIDES

Fun Runs will be more casual than in the past, but still aimed at 'potterers' and families. They will start every Sunday at 10.30 am at Recycles, from 29 April on. Some days they will be fully organised and advertised. Other days (if not wet) anyone who would like company is invited to turn up "on spec" and decide together what to do - Events Group may not be there in person but will provide route sheets

FOR YOUR DIARY

Note: General meetings are at 8 p.m. at Kay's Bar, 39 Jamaica St. (upstairs). They are open to all, but business is discussed till 9.15 or so. From 9.30 they are purely social: come along at whichever time you prefer!

- Feb 2 SPOKES Party - see p.1.
- Feb 8 General Mtg. Chair: Resources Group.
- Feb 8 Social evening, Kay's Bar, from 9.30.
- Feb 15 Films at CTC clubroom, Saughtonhall Ave., 7.30.
- Mar 14 General Mtg. Chair: Safety Group.
- Mar 14 Social evening, Kay's Bar, from 9.30.
- Mar 21 CTC photographic competition, 7.30, clubroom, Saughtonhall Avenue.
- Apr 11 General Mtg. Chair: Cycleway Group.
- Apr 11 Social evening, Kay's Bar, from 9.30.
- Apr 14 Campaign Network weekend, Manchstr.
- Apr 29 SPOKES Sunday ride - 10.30, Recycles.
- May 6 Sunday ride, 10.30, Recycles.
- May 9 General Mtg. Chair: Events Group.
- May 9 Social evening, Kay's Bar, from 9.30.
- May 13 SPOKES RAILWAY PATH RALLY
- May 14 National Bike Week.
- May 19 SPOKES youth-hostel weekend -see text.
- May 27 Sunday ride, 10.30, Recycles (and every Sunday from now on).
- Jun 13 General Mtg. Chair: Planning Group.
- Jun 23 St. Andrews Ride (provisional).



for 10.30 at the Recycles hire shop. Can you help with Sunday rides? - provide a route-guide sheet, lead a ride (perhaps on a theme such as archaeology or birdwatching), or offer your garden outside Edinburgh for a picnic lunch - phone Alan Howson, 332-9911.

WEEKEND RIDES

Several cycling/youth-hostel weekends are planned. The first will be May 19-21: train to Dunkeld, and explore Pitlochry and Loch Tummel area. Details from Harry Henniker (229-6274 home, 345-4332 day) nearer the time.

RAILWAY PATH RALLY

As the first event in 1984 National Bike Week SPOKES is holding a railway path rally on May 13th. Rides will take place along all the existing railway paths, converging on a central point for a get-together. This replaces our traditional Princes St. rally, and we will give it the usual media treatment.

25 BIKES - THANK YOU!!

Sponsorship money from the 1983 St. Andrews ride now stands at £2,011! Some money is still due in - send it to LEpra, 30 Walker Street, Edinburgh.

A consignment of 50 Raleigh bikes, specially designed for DIY maintenance and for rough tracks, has been shipped to Malawi, via Mozambique, and will be used for delivering medicines in remote areas. St. Andrews sponsorship money was enough to pay for over half this consignment. At £75 per bike, the following people raised enough to purchase one bike:

Dr. J. Bell (Leeds)	£180.00
Bill Gourlay (Edinburgh)	£100.00
Stuart Goodsir (Glasgow)	£ 81.25
Rev. S. Robertson (Edinburgh)	£ 80.10
L. McLaren (Edinburgh)	£ 80.00

LEpra, on behalf of the leprosy sufferers who will benefit, thanks the above and all other participants and sponsors. We look forward to your help again on this year's ride, provisionally fixed for June 23.

Meanwhile here is an extract from one of several thank-you letters received after the 1983 ride: "I have not cycled so far since 1953 and I am now 58 years old - yet the ride was a delight. I made several new friends, marvelled at some glorious scenery and finished up the next day feeling terrific. Most of all - thanks and thanks again - you were great!"

Vice-Convener Ian Cramond gets on his bike at the opening of the Davidsons Mains/Craigleith path. Also in the picture are SPOKES representative Andrew Grant and students from the Royal High for whom the path forms part of an eventual 'safe route' to their school. After the opening Mr. Tony Gaffney, President of the Institute of Civil Engineers, who opened the path said that schemes such as this, which provided for a better, healthier and safer community, were as important as the most grandiose civil engineering project. Officials of Lothian Region said they expected, within two years, to have 25km. of railway paths completed as well as 20km of advisory cycle routes on roads.

photo: Lothian Regional Council

RESOURCES GROUP

Deals with membership, stalls, sales, SPOKES leaflet, etc. All those mundane but vital tasks such as envelope addressing! Details of next meetings from Bill Hepburn 661-0119.

NEW FROM SPOKES

Our fact-sheets are a very popular mail-order line at 5p each. Best sellers are no. 7 ("Cycling holidays") and no. 8 ("Cycle Parking Racks"). New for 1984 are no. 14 ("How to comment on trunk road proposals") and no. 15 ("Bicycle insurance consumer guide").

Also new for 1984 are adult sweat-shirts at £6, featuring the designs which made our T-shirts such good sellers in 1983. The T-shirt range now includes adult and child sizes in red 100% cotton.

CYCLISTS' MAP OF EDINBURGH

Hopefully 1984 will at last see the SPOKES Cyclists' Map of Edinburgh - showing everything you love (railway paths and quiet back streets) and everything you love to hate (big roundabouts, cobbles, and steep hills) - so you can plan your ideal route from A to B. But first we need your help - to carefully survey a square of the city or to write to various grant-giving bodies to help finance the project. Phone Alan Howson, 332-9911.

HOLIDAY LEAFLETS

Please mention SPOKES when you order.

The most extensive set of disused railway paths open to walkers and cyclists lies not far from Edinburgh, in Tyne and Wear and Durham counties. Within a year or two it will be possible to follow a traffic-free route through the exciting cyclists' tunnel under the Tyne, along the Tyne south bank right through the city centre, and then along railway paths to Durham, Stanhope and Bishop Auckland, via Consett. Most of these routes are already open, although unfortunately they are still very badly signposted and inadequately linked together. Nonetheless many of them are delightful. An attractive information pack "Railway paths in Country Durham" is available for 60p + post from Planning Dept., County Hall, Durham DH1 5UF.

Two new free route-guides are "Cycling in Stirling District" from Planning Dept., Stirling District Council, Stirling; and "Wiltshire Cycleway" from Wiltshire County Council, County Hall, Trowbridge.



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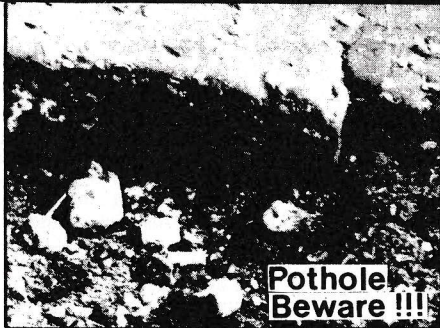
SPOKES members receive 3 or 4 mailings annually. We also publish a monthly newsletter (most months) called 'SPOKESWORKER' which is given out at general meetings, working groups, etc. You can get a regular copy of SPOKESWORKER by sending us 10 SAE's (or by coming to meetings!)

BICYCLES BULLETIN

Detailed information and news appears in the FOE 'Bicycles Bulletin' - subscription £3 from FOE, 377 City Road, London. The CTC magazine 'Cycle-touring' in the last year has also been greatly improving its coverage of campaigning/planning matters - CTC, 69 Meadrow, Godalming, Surrey.

SAFETY GROUP

Promoting cyclist safety in all ways. Details from Ian Robertson, 447-6537.



**Pothole
Beware !!!**

Did someone forget to send in their pothole postcard? Postcards to report potholes are available from SPOKES at 10p for 4 [+ SAE]. Our Safety Group meets Highways Department officials to monitor the scheme.

'ROAD USERS AND THE POLICE'

This new book reports on research by the Transport Studies Unit at Oxford University. Perhaps the most frightening aspect is the extent to which many motorists over-estimate their ability, under-estimate road dangers, and knowingly disregard safety regulations - e.g. on speeding, drinking or parking.

Amongst drivers convicted of serious traffic offences 38% still consider themselves better drivers than most, and only 3% regard themselves as below average. Children are brought up to accept, as normal, attitudes which are highly dangerous: "They will... not be taught that it is wrong to break speed limits, drink and drive, etc.... It seems likely that the example set by parents in the motor vehicle strongly influences the child's attitudes. 'Cop watching', unpleasant remarks about other drivers, and boasts about speed and breaking of traffic regulations profoundly affect attitudes of children - attitudes difficult to change when driving age is reached."

The authors recommend a new policy aimed at producing a climate in which "motoring offences are not regarded as trivial or irrelevant", and suggest changes in school curricula and national safety campaigns. They also point out the value of physical measures to force drivers to travel carefully (eg. road narrowing, speed humps, etc.) rather than relying on an over-stretched police force.

TAMING THE CAR

"As a perpetrator of premature death, the motor car takes some beating", according to Dr. Trevor Smith of Edinburgh University Medical Faculty. Dr. Smith points out that road accidents are the major killer of under-35's. In 1980, 3,280 people under 35 died in Britain from road accidents, compared to only 2,507 cancer deaths. The average road accident victim loses 34 years life expectancy, compared to 8 and 7 years respectively for lung cancer and heart attack victims. Latest Scottish figures show a further increase in adult cyclist casualties in 1982 - between 1972 and 1982, adult cyclist casualties nearly doubled.

Meanwhile research shows how government decisions can have major effects on accident rates. According to the Transport and Road Research Laboratory a 10% increase in petrol prices causes accident rates to drop by 2% - 6%. The doubling of public transport fares in London, forced by government policies in 1982, means an extra 50 deaths and 6350 injuries annually according to an independent report by University College, London; Cyclist casualties are up by an estimated 11 1/2%. Thus road safety could be greatly increased by increasing petrol taxes and using the money to boost public transport.

Road safety has not been helped by the new points system for penalising drivers which, according to Transport Under-Secretary, Lynda Chalker, is "fairer to the motorist". The Pedestrians Association point out that motorists can now have 4 speeding offences before they are disqualified; and penalties for offences such as not giving way at pedestrian crossings, having defective brakes, and not observing school signs are low.

ACCIDENT PREVENTION COUNCIL

SPOKES member Andrew Grant now represents cyclists on Edinburgh's Accident Prevention Council. Contact him with your suggestions at 554-1737.

The book is very readable, well illustrated with quotes from interviews with police and motorists, and includes sections on how attitudes to driving are formed, the pattern and effect of encounters with the police, and the effectiveness of different types of punishment. It is available at £6.95 from Transport Studies Unit, 11 Bevington Road, Oxford OX2 6NB.

CYCLEWAY GROUP

Campaigning for and monitoring off-road bike paths - eg. railway paths and the Meadows cycleway. Details from Ewan Jeffrey, 447-6782.

Since our last leaflet the Davidsons Mains/Craigleith path has been opened, and work continues on Craigleith/Crewe Toll and Corstorphine/Balgreen. Most encouraging, plans have at last been submitted for Roseburn/Craigleith, construction of which will make sense of the two sections now starting at Craigleith junction. We hope work will start rapidly on the Roseburn section, so that the path can be in use during at least part of summer 1984.

WEST LOTHIAN

West Lothian District Council is considering converting the old Bathgate/Airdrie line into a bike/pedestrian path. The line runs close to the busy A89, passing through smaller communities from which people travel to Bathgate and Airdrie for work, school and shopping, and the important recreational area of Hillend reservoir. Eventually the line could form part of a longer path linking Edinburgh and Glasgow. Comments to Mr. David Jarman, West Lothian Planning Dept., County Buildings, Linlithgow, with a copy to SPOKES.

EAST LOTHIAN

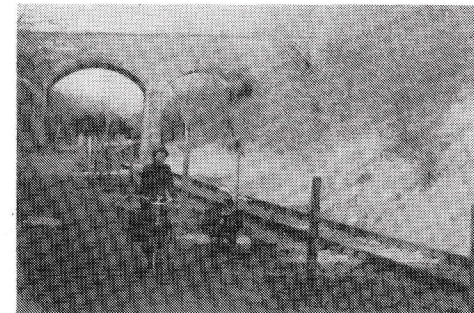
Due to shortage of space we have not yet reported East Lothian's welcome decision to restore to public use the western end of the Pencaitland railway path. Part of the line had been sold off and ploughed up, but we understand that the Council has used its enforcement powers under the Planning Acts to restore public access.

Originally the Pencaitland railway branched off the Smeaton line (see SPOKES factsheet 13). This line is particularly important as a link between Musselburgh and Dalkeith, with potential offshoots to the Pencaitland path and to Edinburgh (via

Mucklets Road, which is to be closed to through motor traffic). The continuity of this route is threatened by the Musselburgh Bypass plans, and SPOKES has objected.

MIDLOTHIAN

SPOKES has commented to Midlothian District Council on the future of the north Midlothian end of the Waverley line. The Council plans eventually to run steam trains on part of this line, as part of their 'Coal Heritage Trail'. Such plans would be greatly enhanced by providing a pedestrian/cycle path on the adjacent track bed, as is done on part of the rail-



SPOKES member Susan Smith looks out for a steam train on the Bath/Bristol bikepath.

way path between Bath and Bristol. The Coal Heritage Trail includes museums at Newtongrange and at Prestongrange (in East Lothian); both areas could be attractively linked by paths based on the Waverley and the Musselburgh/Dalkeith railway routes.

LOTHIAN CYCLEROUTE PROJECT

The Lothian-sponsored MSC project, under the supervision of Department of Transport consultant John Grimshaw, is now well underway. The first phase of the project is hoped to result shortly in a report on major off-highway opportunities. Routes under consideration include: Haddington/Musselburgh/Leith, Bathgate/Livingston, Edinburgh/Queensferry, and Penicuik/Dalkeith/Musselburgh.

Future reports will consider safe routes to schools, back-street routes, and measures on the main highways to assist experienced cyclists. Eventually all four reports will be melded together to form a cycling strategy for Lothian for the next 10 years.

The Project is at 180 High Street, and welcomes any comments.

CYCLING TO SCHOOL

Lothian Region's Education Department has recently completed a survey on cycling and schools. 70% of the secondary schools replying said that 10 to 50 pupils cycled to school on a normal day; and for primaries the figure was 45%. One secondary school even reported 10-50 staff cycling to school!

Only 13% of primary schools and no secondaries described traffic conditions round their school as 'good' for cyclists, while 41% and 45% respectively considered them 'bad' (the others being 'moderate'). Fortunately only some 5% of schools

MEADOWS CYCLING

SPOKES surveys suggest that illegal cycling on the Meadows has been cut by the Meadows cycleway. Surveys were conducted 8-10 a.m. in May 1978 and May 1983 at the centre of the Meadows.

The number of cyclists entering this crossing point from pedestrian-only paths fell from 46 in 1978 to 32 in 1983 (some of whom were pushing in both cases). If the cycleway had not been opened the general increase in cycling in the city would have meant a probable figure of 68 compared to the actual 32 counted.

The cycleway has also succeeded in taking cyclists off busy adjacent streets. The number using Buccleuch Street fell from 326 to 235 between our 1982 and 1983 road-use surveys, and this parallels the 108 cyclists counted on the Meadows cycleway.



reported knowledge of an accident in cycling to or from school during 1982.

Our Cycleway Group is involved in a 'Safe Routes to School' project, and anyone wishing to help should get in touch.

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PLANNING GROUP

Commenting on road, traffic and planning matters likely to affect cyclists; seeking to influence general Council policy on cycling and transport. Details from Richard Grant, 667-3983.

The Regional Council is in the early stages of closing the whole of Rose Street to all but pedestrians. As the plans stand cyclists will be prohibited.

There are many examples of similar streets where cyclists and pedestrians co-exist happily. For example, the Bicycle Planning Bank tells of a Swedish city, Väsaterås, where "a cycle route runs right through a pedestrianised city centre. The streets are not wide [7m to 9m], and shop fronts extend down either side. The cycle route is differentiated from the pavement by a change in the surface texture [not by kerbs] and some delineation is achieved by the use of seats, trees and cycle parking racks. No difficulties appear to have arisen. This provides a good indication of the ease with which cyclists and pedestrians can be mixed."

If you want Rose Street open for cyclists please write now to Vice-Convenor Cramond, Transportation Committee, Lothian Regional Council, Parliament Square. Send us a copy of your letter. SPOKES will find it hard to get these plans changed unless we get your support.

DISTRICT COUNCIL HELPS CYCLISTS

For several years SPOKES has argued that the District should consider cyclists when granting planning permission to developers. We are pleased to see the Council now putting forward a policy, in recent Local Plans, as follows:

"The District Council will support traffic management schemes promoted by Lothian Regional Council which serve to improve the environment of housing areas or conditions for public transport, pedestrians and cyclists, and will itself take account of these objectives when granting planning permission."

Important fruits of this policy are two recent decisions by the Planning Committee. At the St. Leonards Goodsyrd site the Council ruled that the developers must reserve a route through the site for possible continuation of the Innocent path into the Southside. For this decision we also thank several local members who put in individual objections to the plans, and Councillors Richard Kerley (SPOKES member), Bob Cairns, and John Kelly.

In East Edinburgh the huge ASDA store is to be relocated owing to road plans. The Council has decreed that adequate pedestrian/cycle links should be provided to surrounding areas, and that an existing right-of-way should be reinstated. Here we also thank the Asda developers, with whom SPOKES held a fruitful meeting.

PRINCES STREET

Plans for a one-way system in Princes St. and Queen St., which raised a storm of opposition last year, are to be fed into a large computer, and have thus effectively been shelved for a couple of years. Meanwhile the more attractive parts of the package, such as pavement widening in parts of Princes Street, will go ahead in the next year or two.

HOLYROOD PARK

We understand that the Scottish Office, who run Holyrood Park, are to undertake a traffic management review for the whole park. SPOKES has not been consulted, and there is no evidence yet that cyclists are being considered - certainly our earlier efforts concerning the High Road were ignored.

The review should provide the opportunity to reduce traffic speeds and introduce other restrictions, making the Park more pleasant for pedestrians and cyclists. Send your views to your MP, and give us a copy of your letter and any reply. (Get your MP's name from the CAB.557-1500).

BIKE PARKING

The number of bike racks continues to grow rapidly. Edinburgh University has erected several banks of Sheffield racks at Kings Buildings, and the Scottish Office is planning relief for its over-populated racks at New St. Andrews House.

East Lothian District Council has provided bike parking at Haddington Pool, and 18 Sheffield racks will be installed at the new community centre/swimming pool complex in Tranent, following letters from local SPOKES member John Hopkins.

Meanwhile supermarkets too are beginning to think of cyclists. Safeways [Morningside] have installed an unusual bicycle rail (not ideal if you have a Citadel-type lock); and Asda are considering Sheffield racks for their new store.



There is disappointment, however, over Graham Tiso's kind offer to erect 2 Sheffield racks outside his shop in Rose Street. Fifteen months later Lothian Region has still not dealt with the matter.

Does your local employer, superstore or community centre need Sheffield racks? If so send us a SAE for our cycle parking factsheet, which you can enclose with your letter to the organisation.

THE RELIEVING APPROACH

The West Approach Road saga continues... The Region has applied to the District for planning permission to build a full-scale dual-carriageway. District councillors, with elections due in May, have an unenviable task in balancing views of their constituents, party loyalty, and the future of the city centre. Meanwhile they have a breathing space since the Region's plans were so sketchy that they have been returned for more detail. Pressure is mounting for a public enquiry, even though the Government have refused to order one.

SPOKES, too, is afflicted with schizophrenia, continuing strongly to oppose the road, but having to put forward amendments to the plans so that cyclists are adequately catered for in the unfortunate event that the road is built.

Meanwhile car-parking plans for the city centre move ahead. The Council is likely to approve a 700-1000 space multi-storey park at Waverley (developers had applied for 1700 places), and Vice-Convenor Cramond is quoted in the Scotsman as wanting a further 1500 spaces at Lothian Road and 500 at Leith Street.

SAVE OUR RAILWAYS



Ribbleshead viaduct on the threatened Settle-Carlisle Line

BR is likely to announce closure of the Settle/Carlisle line at any time. The line is important to Scotland as the most scenic route southwards to Yorkshire and as an alternative when the West

Coast Main Line is closed. Individual objections to the closure are vital: send a SAE to Dr. John Whitelegg, 53 Derwent Road, Lancaster LA1 3ES, who will send precise instructions at the appropriate time.

The Railway Development Society is keen to promote bicycle/train travel, and organises a major sponsored cycle ride to a re-opened station in England each year. If anyone wishes to organise a similar event for Scotland SPOKES would be delighted to advertise it in leaflets and mailings. Meanwhile we recommend the new RDS booklet "Bring back the trains", £1.60 (inc. post) from Railway Development Society, Mr. Hastilow, 21 Norfolk Road, Sutton Coldfield B75 6SQ.

QUOTE OF THE MONTH

"Two factors have effectively stultified almost all forward-looking strategic town planning in [Edinburgh]. The first was the transfer of highway planning from the city to the anti-road Lothian Region which came into being during 1975. The other has been the emergence during the last 10 years of a well-intentioned but ill-informed anti-road campaign led by organisations such as the Cockburn Association, SPOKES, and innumerable neighbourhood groups."

from "The Western Approach Road, An Analysis of the Proposals", 75p from the author, John Gray, 7 Kilgraston Road, EH9 2DR.

CYCLISTS EXIST - Official!

The existence of cyclists has been officially acknowledged by road planners in an exciting new publication

STOP THIEF!

Your stolen bike is more likely to be returned if it has been stamped with your postcode. Several bike



shops will do this for 50p - £1. Many police stations also arrange periodic free postcoding sessions, or special visits to bicycle clubs etc. For details phone your local Police Station, and ask for the Community Involvement Officer.

"Guidelines for Providing for the Cyclist". This will become the 'Bible' on how to cater for cyclists in towns. It costs £7 (post free) from the Institution of Highways and Transportation, 3 Lygon Place, London SW1.

OUR ONCE-A-YEAR
SALE IS NOW ON.

Call or write for full lists.

Robin Williamson
CYCLES

26 HAMILTON PLACE
STOCKBRIDGE
031-225-3286

IT'S "FERRY" CHEAP BY BIKE TO THE WESTERN ISLES

Charges for bikes on our ferries to the Scottish Islands are very low - only 10p for each hour, or part, of the crossing. eg. Ardrrossan - Brodick 10p; Oban - Lochboisdale 50p.

Simple isn't it? Full details from:

 Caledonian MacBrayne
Hebridean and Clyde Ferries

The Ferry Terminal, Gourrock PA19 1QP
Tel. 0475-33755 Telex 779318

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