

# Spokes Action-Update 04.06.26

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## 0. Finding your councillors

In Edinburgh, find your ward & councillors by typing your postcode on [this page](#) [or [edinburgh.gov.uk](http://edinburgh.gov.uk) : Council & Committees : Find your Councillor]. Everyone has either 3 or 4 councillors, usually from assorted parties. For any Council, and to find MSPs, you can use [writetothem.com](http://writetothem.com).

## 1. Spokes traffic count May 2026: Bikes up everywhere!

*For a full report, see the Spokes website blog of 20 May 2026. The article below is an extract from that.*

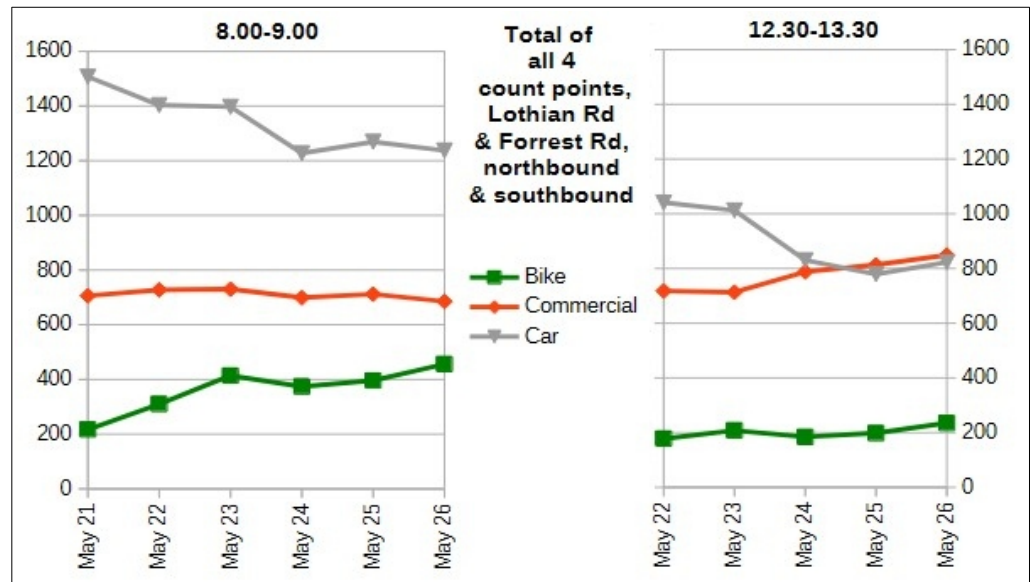
Our regular May traffic count, at Lothian Road and Forrest Road, found bikes up everywhere: northbound and southbound, morning rush hour and lunchtime. With car numbers fairly static compared to last year, bikes rose to 19.2% of all vehicles in the morning and 12.3% at lunchtime, our highest post-pandemic figures. At Forrest Road, morning bikes formed 31% of all northbound vehicles, **almost one in three**.

Parallel counts by Spokes Party found the highest ever number of bikes during both time periods, whilst analysis of automatic counter data by Edward Tissiman has found substantial 2026 bike use growth on Leith Walk.

Interestingly, **car single-occupancy** in our central area count fell to its lowest ever level

Overall, both **car and commercial vehicle** (van, taxi, bus) numbers largely fell or were static at all count points other than lunchtime at Lothian Road, where both rose significantly (bikes also rose there, though less).

**The overall picture since our post-covid counts began** is of increasing bike use (particularly a.m.) and falling car use, with commercial numbers unchanged in the morning but rising at lunchtime.



### Why the rise in bike numbers?

Bike numbers rose consistently at all count points, as compared to May 2025. Overall up 15% from 396 to 456 in the morning, up 19% from 198 to 235 at lunchtime, and by 15%, from 94 to 108 at Porty (morning + lunchtime). With very similar weather for our 2025 and 2026 May counts, we suggest two new factors behind the increases...

#### Voi hire bikes

With the bike hire scheme launching in [September 2025](#), [expanded 3 times subsequently](#), and including all our 4 central area count points, this is a likely contributory factor.

Whilst we did not think of counting Voi bikes separately, one of our count volunteers did note this and found that 10 of his 148 bike total were Voi bikes. Given this, and the reported [success of the Voi scheme](#), **it does seem likely that Voi played a part in the overall rise**. However, note that Voi is not yet available in Porty, which saw a fairly similar % rise in bikes, albeit at a much lower baseline, so Voi is unlikely to be whole story.

#### Middle East turmoil, and public concerns over rising petrol and other prices

Some motorists may be trying cycling for everyday trips, whether to work, shop, lunch or other, due to concerns over petrol and other price rises – *and* the growing expectation of further rises to come, giving an incentive to break existing habits. This could help explain why bikes rose in Voi-less Porty as well as the central area.

This theory gets further backing from the reduction in single-occupancy car use: are people turning to car-sharing due to the same concerns over costs? Further evidence is in an Ed Tissiman graph (in our main article), using the Leith Walk Omni Centre automatic counter data, showing bike use growth *accelerating noticeably in April 2026*.

[added 28 May] [Research from London](#) shows something similar, suggesting that “*nearly one in three London drivers say they are either cycling more or seriously considering it due to rising petrol prices.*”

**Finally, thanks to all our volunteers – organiser Guy and all you counters. The ongoing data series is very useful!**

## 2. Dates for your diary

\* = with Spokes stall. *Come along and say hello – or email us to offer help!*

June 9-16 **Bike Week**

\*June 13 [Dalmeny Cycle Cafe](#) (Queensferry)

June 15 [People's Emergency Briefing](#) – **film & discussion**, already presented to MPs and decision-makers at Westminster. Leading experts from a range of fields explain why *"climate and nature breakdown will affect every constituency in the country, from health and food systems to infrastructure, security to economic stability. This crisis is more serious and immediate than many understand."*

\*June 27 **Climate Festival** The Meadows, 12-7 [our stall probably won't stay till 7pm]

June 27 **Critical Mass**

\*Sept 9 [Spokes AGM](#) and discussion of becoming a SCIO

\*Sept 16 [Cycling Scotland conference](#), Perth

\*Nov 19 [Spokes public meeting](#), Cycling & Public Transport

**REGULARS** [*check before attending, and tell us of any changes*]

**Tuesdays** 5-6.15pm UK cycle campaigners '[Active Travel Cafe](#)' via zoom. News, speakers & discussion

**Tuesdays & Thursdays** [Edinburgh Dawn Patrol](#) Markus Stitz, founder of [BikePacking Scotland](#), runs early-morning rides, leaving St Andrew Square west gate at 5.40am, ending at Wellington Coffee

**Wednesdays** 3pm-9pm [Bike Kitchen](#) Fix your bike with help from qualified volunteers at [Edinburgh Tool Library](#)

**Thursdays** 5-8pm [Bike DIY repair](#) at the Wee Spoke Hub [tools and advice provided; book in advance]

**Fridays** 2-4pm until 30 October. Easy rides from Bridgend Farmhouse. [admin@bridgendfarmhouse.org.uk](mailto:admin@bridgendfarmhouse.org.uk)

**Saturday 2pm** – last Sat every month except December – [Critical Mass community fun ride](#), also making a point.

## 3. History of Edinburgh's Railway Path networks

Andy Arthur, producer of the amazing '[Threadinburgh](#)' Edinburgh & Leith history website, has done some deep digging into the above. He has produced [this superb history](#), which has received many compliments and brought this lovely [endorsement of Spokes](#) from Nigel Bagshaw, former councillor with a long-standing transport interest, and policy adviser to [Transform Scotland](#).

Andy's history ends before the current tramline controversy, but Spokes is proud that our campaign leading up to the 1<sup>st</sup> February 2024 Transport Committee [saved the path](#) when its multi-user status was under threat.

Of course, controversy continues over the nature of the corridor - the impact of a (single-track battery-operated)

tram alongside the path; and how this compares to alternative routes for the tram in terms of walking, wheeling, cycling and public transport. However the path itself as a 3m-4m multi-modal route is agreed, albeit with width restriction at one bridge and a lack of clarity at Roseburn. These issues and possible solutions were covered in [our submission](#) last year, alongside the need for a bridge over the mainline railway to give a level link to the new path to the canal. We await the next iteration of the Council's plans, which rumour says will now be in 2027.



**Nigel Bagshaw**

@nigelbagshaw.bsky.social

+ Follow back

It's easy to underestimate [@spokes.org.uk](#)'s contribution to cycling today in Edinburgh. City would be much poorer without them.

[threadinburgh.scot/2026/06/01/r...](#)



**Rails to Trails: the thread about how North Edinburgh got its cycle paths**

On this day, 40 years ago, a councillor cut the ceremonial ribbon and opened a section of cycle path in north Edinburgh. This was a rather special bit of cycle path however a...

## 4. Pedal on Parliament 2026

It was great to see PoP return, with around 1000 people and bikes of all ages, shapes and sizes. The huge presence of young kids and families with cargobikes was a particular delight. Our big thanks to *you* if you came along, and of course to the organisers, notably Ben of [edi.bike](#) who inspired PoP's return. Spokes was delighted to give £100 towards the costs of the day, thanks to our kind donations from members.

Pressure on MSPs is really needed this year, following the [downward trend](#) in government active travel funding in the last couple of years, and the recent Holyrood election at which [party manifestos](#) were in general so disappointing, with serious backsliding from the previous (2021) election. Indeed, the Conservatives, who in 2021 supported the aim of 10% of the transport budget going to active travel, descended to semi-Trumpian language such as ending "*the obsession with cycle lanes*" and describing active travel schemes as "*ideological projects*."

There's a full PoP26 report [here](#), an Edinburgh Reporter article [here](#), and a great Andy Catlin picture gallery [here](#).

Thanks also to Ian and others who ran the Spokes stall, and Emma, Dave, Martin and others who distributed over 300 of our [2026 printed Bulletin](#) to the queuing crowds. **Such volunteering is vital**, to maintain our presence, gain new members and volunteers, and keep our concerns in the minds of politicians.

One slight disappointment was that, apart from the speakers, only two other politicians took the opportunity to come along – but we managed to catch them, [Cllr Chas Booth](#) and [Scott Arthur MP](#) at our stall – see photos.



*A great Andy Catlin pop26 photo: see what she is reading!*



*Cllr Chas Booth at the Spokes stall*



*Scott Arthur MP at the Spokes stall*

### Pedal on Parliament 2026

I was proud to be one of around a thousand people taking part in Pedal on Parliament in Edinburgh yesterday alongside so many people from my constituency. What struck me most was the sheer number of children involved. I'm not used to cycling surrounded by so many families, and that in itself maybe says something about Edinburgh.

As I rode, one question kept coming back to me: how many of these children can safely cycle to school? I fear the answer is far too few.

This year's Pedal on Parliament comes at an interesting moment. Five years ago, after the last Holyrood election, we stood here with promises of reduced non-essential car use across Scotland, increased investment in active travel, and world-leading climate targets. By the end of that Parliament, those commitments had largely fallen away.

Nonetheless, I remain an optimist. I'm hopeful that Scotland's new government will show real leadership.

Edinburgh is a congested city. That congestion holds back our economy, harms our wellbeing, and affects the daily lives of families right across the capital. We need the Scottish Government to take seriously the need to invest in both active travel and public transport in Edinburgh.

*PoP26 report by Scott Arthur MP*

**STOP PRESS:** Just heard that [Cllr Danny Aston \(SNP\)](#) was also at PoP. Shame he missed our stall photos!

## 5. Climate Crisis – National Emergency Briefing

The recent [World Meteorological Organisation](#) warning of an 80% chance of ‘extreme weather’ in August, and on into the autumn, resulting from warming ocean temperatures in the Pacific, is only the latest reminder that the climate crisis is intensifying. The [UN Secretary General](#) calls the prediction an “*urgent climate warning.*” If the predictions are realised then serious damage to food crops could follow, with worldwide implications.

In an effort to make UK and Scottish politicians act more responsibly on climate, ten leading scientists, specialists in different aspects of the crisis, provided briefings for national decision-makers and for the public, available [here](#), under the heading ‘[National Emergency Briefing.](#)’ The briefings were first issued to an invited audience of over 1200 politicians, business and society leaders; and were then summarised in a hard-hitting 45-minute film called ‘[People’s Emergency Briefing.](#)’ fronted by [Chris Packman](#), now being shown in towns, cities and villages across the UK.

### WHAT YOU CAN DO

- The film is on in Edinburgh on **Monday 15 June** at 5.45 in the International Conference Centre. Book [here](#) (free) by 12 June
- A [UK Parliament petition](#) set up by Chris Packham asks government to hold a National Emergency Briefing by independent experts, to provide clear and credible information and guidance to the public. The petition already has nearly 20,000 signatures, which means a formal government response must be given. With 100,000 it would have to be debated in Parliament. **Please consider signing the petition and do tell friends and colleagues about it.**

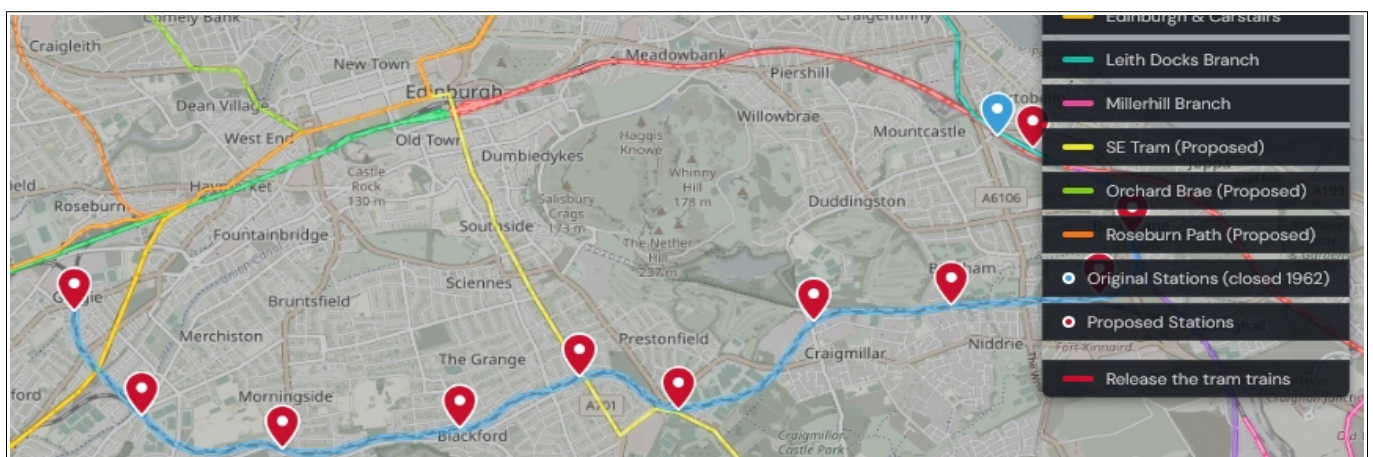


## 6. Tram Trains for Edinburgh?

As described in our 30.4.26 Action-Update, TTFE is a [proposal](#) to utilize the south suburban railway, which currently only carries a few freight trains, to allow battery electric tram-trains, with connections at Murrayfield and Brunstane. This would create many new journey opportunities such as Cameron Toll to Haymarket, Morningside to the Airport and so on. Since the vehicles could run on both tram and rail tracks, they could use Edinburgh’s existing and expanding tram network as well as the South Sub rail lines.

Spokes has now met with the campaign group '[Tram Trains for Edinburgh](#)' (TTFE) which is promoting the idea. Already they have convinced the Scottish Government to fund a feasibility study, which could start this year.

The TTFE organisers are keen that the scheme would be fully integrated with active travel, and help reduce car trips. They hope to see active travel routes beside any new tram sections (including a necessary bridge over the mainline railway somewhere in Murrayfield area), quality bike and foot access to all stations, and bike carriage space in the new tram vehicles. **Spokes is hoping to produce a report for TTFE on potential bike accesses to all the proposed stations. If we can do this in time, it can be submitted as evidence to the feasibility study.**



## 7. Spokes news & help needed

### 7.1 Your donations

In addition to funds for everyday expenses, Spokes uses donations and profit from map sales to support other initiatives to encourage use of bikes for everyday journeys and purposes. We are very grateful to members for your donations, and hope you will be happy to be supporting schemes such as these...

- 50 tabards for school bike-bus marshals [see 4.4 in [30.4.26 action-update](#)]
- A donation towards Pedal on Parliament costs [4 above]
- Support for Bike Station research into a potential project to link cargobikes schemes round the city, with a view to providing central maintenance, insurance, etc where useful
- Support to microbusinesses & voluntary organisations needing help towards cargobike (etc) purchase – e.g. recently to help Cycling Gardeners of Edinburgh purchase a super-large bike trailer. Once we get reports on their use, these are posted [here](#)
- Support to Dan Abrahams for his inspirational song-based video [see 7.4 below].

### 7.2 Spokes AGM & SCIO proposal

The 2026 Spokes AGM will be held in the Studio at the Augustine United Church (below the Sanctuary where we have our public meetings) on the evening of Weds 9th September. As well as the standard AGM reports on activity and finances, members will consider whether Spokes should become a Scottish Charitable Incorporated Organisation (SCIO) and therefore change from being a constituted organisation to a charity.

There will be a short performance about cycling and a discussion about priorities for the organisation.

More information about the AGM and the SCIO proposal will be sent out to members in advance of the AGM.

Contact – Ian Maxwell, email [imaxwell@gn.apc.org](mailto:imaxwell@gn.apc.org)

### 7.3 Bluesky

Please check out these recent Spokes Bluesky posts, and re-post any you think deserve further coverage

- [How Edinburgh got its railway paths](#)
- [Historic Spokes badges](#)
- [Spokes traffic count results](#)
- [Voi bikes success](#)
- [Election manifestos analysis](#)
- [Election results – dumping active travel didn't help!](#)
- [More like Amsterdam](#)
- *Spokes PoP posts:* [Spokes donation](#) / [cllr Booth](#) / [Scott Arthur MP](#) / [Police & bulletin](#) /

### 7.4 ... like Amsterdam

“Why can't we do it like Amsterdam” is the opening line of an inspirational new song and video by Edinburgh musician and cycling activist [Dan Abrahams](#), supported by Spokes. The catchy song, which risks becoming your next earworm, continues.. “when I ride, I'm free ..”

Dan's video includes images of various Edinburgh streets transformed into cycling and walking havens by celebrated German animator [Jan Kamensky](#). You can watch the video [here](#). And our website report [here](#).

Spokes gave financial support towards the video, as part of our campaign to show how Edinburgh could benefit from streets that welcome cyclists and pedestrians - and demonstrating the enjoyment of getting about by bike for your everyday journeys.



Please  
repost our  
[bluesky](#)  
promoting  
the video

## 8. Local news (good, bad & uncertain..)

### 8.1 Greenbank-Meadows quiet route, including Cluny Drive & Whitehouse Loan traffic filters – and other Braid/Comiston schemes

As in our 30.4.26 Action-Update, It had been expected that final decisions, good or bad, would be taken at the May 12 TRO Subcommittee. But that did not happen! For the latest, unexpected, phase of this seemingly unending saga, see these reports..

- [Councillor Ben Parker blog](#)
- [Edi.Bike report](#)

The TRO Sub did make legally permanent the following experimental schemes, which will now all remain in place and eventually be upgraded to permanent materials...

- Comiston Road [ETRO/21/29C](#)
- Braid Road [ETRO/21/29B](#)
- For the Meadows-Greenbank Quiet Route [ETRO/21/29D](#), the two traffic filters at Whitehouse Loan and the one on Braid Road

BUT, crazily, due to paperwork errors, TRO Sub was legally unable to make permanent the other 3 filters – Canaan Lane and the Cluny Drive filters at Braid Avenue and Hermitage Gardens. A report will now go to the 18 June TEC (Transport Committee) as to the next steps – possibly a whole new TRO process will be required.

### 8.2 Leith Walk – big safety boost

There has been much talk and press coverage about supposed dangers from the Leith Walk cycle lanes and floating bus stops built from 2021 onward.

However, [Edward Tissiman](#), who is also respected for his analyses of cycle-use data, has been looking at police statistics for pedestrian casualties on Leith Walk over the last 10 years, and found a *completely different picture*, as in his [bluesky post](#) shown here. This is of course not to say there are not some problems, and that further improvement is needed.

**However, the cycle lanes mean that pedestrians are no longer next to motor traffic; any vehicles that mount the kerb in a crash, or to park illegally, are some distance from pedestrians; and when crossing the road pedestrians are much safer due to the ban on kerbside parking. These factors may well explain the huge and very welcome improvement in pedestrian safety.** A [US survey](#) suggested similar benefits; and to car users too!

Cycle safety is also improved, with only one [report of a tramline bike crash](#), fortunately with only minor injury (a person who took to the road in advance of a junction where she wished to turn) whereas on the badly designed first tramline we continue to receive reports of tramline crashes with serious injury.

### 8.3 Hosepipes on the road! - cautionary tale from a Spokes member

I found a new hazard .. the hard way! Cycling home from Gilmerton towards Balerno via quiet back streets I entered Winton Drive, a residential suburb with medium to large detached houses and gardens. DA Tait was cleaning windows with a van on the left and hoses all over the road. These contractors have a water tank in the van and a long-reach brush, and they go in and out of the gardens to wash the windows within a 50 yard range of the van. It had recently stopped raining so the road was wet.

I wrongly thought that the hoses are flexible and would flatten as I rode over them. They are not, and my angle of approach was forced to be oblique because of the way the hoses were lying, so I crashed heavily as the front wheel skidded off the stiff hose. I have a nasty looking superficial cut on the left knee cap and a sprained ankle as well as needing to do some minor straightening of handlebar accessories, light and mirror clamps etc on the bike. DA Tait wasn't at all interested in being blamed for causing my injuries ("should be more careful...wet road...") but did provide some tissues to mop up the blood.

I shall be crossing such hoses at a right angle in future, and I recommend that others do too!

We have suggested to our member to contact a firm such as Cycle Law Scotland for advice on liability, as there is a duty when putting objects in roads to ensure public safety - and some other contractors do [e.g. JCDecaux]. Also, the Council has powers to fine users who put 'any apparatus' across a highway in a manner likely to cause danger to road users: <https://www.legislation.gov.uk/ukpga/1980/66/section/162>



Edward Tissiman  
@edtiss.bsky.social

There is a lot of chat about the danger posed by the introduction of cycle lanes and floating bus stops on Leith Walk from 2021 onward.

Pedestrian casualties, Leith Walk, by year:

2015:	15
2016:	13
2017:	9
2018:	10
2019:	12 (including two fatalities)
2020:	3
2021:	0
2022:	2
2023:	0
2024:	2

**Please respond as an individual to all consultations that concern you. And copy to Spokes, to aid our central response. We'd also appreciate volunteers to do initial draft Spokes responses, ideally joining our Planning Group**

## 9. Edinburgh Consultations

### 9.1 North Edinburgh Connections – [website & online survey](#) – **closes 9 June**

Protected bike lanes and other improvements along:

- Pennywell Road [which will be de-dualed]
- Ferry Road
- West Granton Road

... linking to surrounding areas including North Ed path network (thence city centre), Granton and Cramond.

*“The goal of the project is to increase journeys by walking, wheeling, and cycling, and reduce dependence on private car journeys. The project looks for placemaking opportunities, reallocating road space, providing segregated cycle lanes, enhancing pedestrian and green space, improving junctions and creating a safe and vibrant place for all to enjoy.”*

#### Drop-ins

- Tue 5 May 12pm-6pm, Muirhouse Millennium Centre
- Sat 16 May 11am-5.30pm, North Edinburgh Community Festival
- Thu 28 May 1pm-7pm, North Edinburgh Arts

**Queries/More info:** [neatconnections@edinburgh.gov.uk](mailto:neatconnections@edinburgh.gov.uk)



### 9.2 Craigmillar/Niddrie Connections – [website & online survey](#) – **closes 8 July**

*“to revitalise the Craigmillar / Niddrie area by creating better spaces for high-quality, safe walking, wheeling, and cycling routes as well as improved bus priority, alongside more attractive places to spend time“*

...includes cyclistoutes on Peffermill Rd, Niddrie Mains Rd, Newcraighall Rd, Greendykes Rd + more, with connections to local schools. Fort Kinnaird and surrounding areas



#### Drop-ins

- May 11, 10am-7pm, Craigmillar Library, 101 Niddrie Mains Road EH16 4DS
- May 27, 11am-2pm, The White House, 70 Niddrie Mains Road EH16 4BG

**Queries/More info:** [CraigmillarNiddrie@edinburgh.gov.uk](mailto:CraigmillarNiddrie@edinburgh.gov.uk)

### 9.3 Lawnmarket – [Traffic Order ETRO/25/23](#) – **closes 22 August**

This is an Experimental Traffic Order banning motor traffic; plus banning large vehicles (coaches etc) on Johnston Terrace. With such Orders, the scheme is already in place, as an experiment. Depending on how the experiment goes, and the feedback received from the public, the experiment may be made permanent, modified, or scrapped. **So if you like it, or have comments, please do respond!** (and, as always, copy to Spokes so we can consider your points for our own response).

**Email your response to** [TRO.Consultations@edinburgh.gov.uk](mailto:TRO.Consultations@edinburgh.gov.uk), quoting 'ETRO/25/23, Lawnmarket area'

**If you have queries about the Order, email** [trafficorders@edinburgh.gov.uk](mailto:trafficorders@edinburgh.gov.uk).

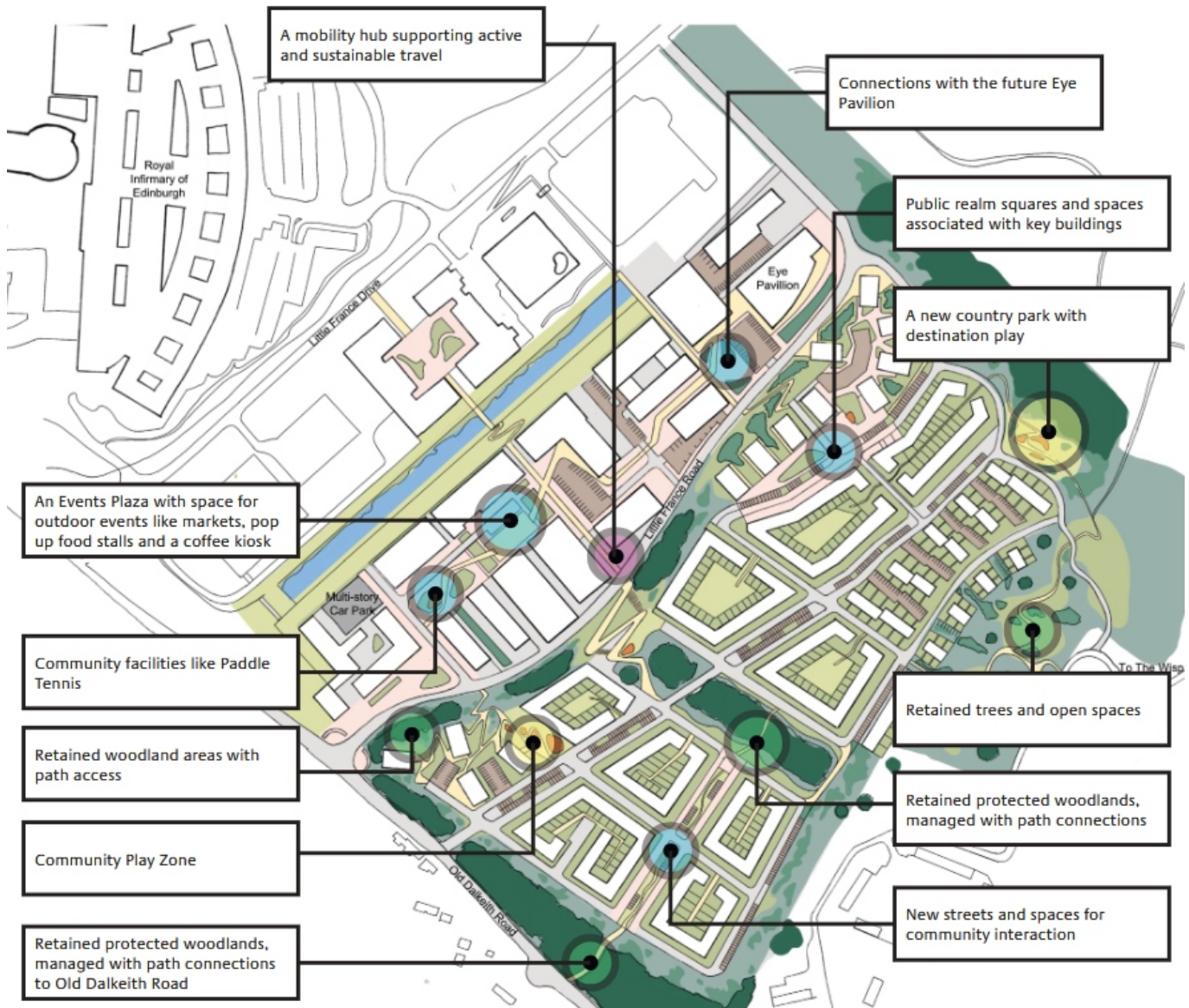
## 9.4 Bioquarter – [website](#)

A massive mixed-use masterplan between the existing Bioquarter and south towards the former Edmonstone Estate area, including 1500 homes, 1million sq ft of office & lab space, a hotel, mobility hub, public realm areas and active travel routes.

Click the 3 lines at top right of main website page to find FAQs and exhibition materials.

**All comments received in time will be considered for the next iteration of plans, which will go on display with resulting changes** on Tue 9 June, 2-7pm at Goodtrees Neighbourhood Centre, 5 Moredunvale Place, EH17 7LB.

**Send your comments to:** [bioquarter@ryden.co.uk](mailto:bioquarter@ryden.co.uk) or use the form at the bottom of [this page](#).



## 10. Lothians Consultations

### 10.1 West Lothian – Decriminalised Parking Enforcement – *closes 3 July* [Consultation page](#)

The majority of Scottish Councils (including Edinburgh) have now implemented DPE, which allows the Council to take over responsibility from the police for parking enforcement. Given the stretched police resources, it should lead to improvements, albeit not perfection!

Once it has these powers, West Lothian is also proposing to introduce tighter restrictions to protect town and village centres, including on pavement parking and on parking charges. As a result there is likely to be considerable opposition to the proposals, and support is therefore needed from people who live in, work in, or visit West Lothian. ***Please consider responding! – see consultation page above***

If you have any questions, or would like to submit a longer email response, the contact for the consultation is [gordon.brown@westlothian.gov.uk](mailto:gordon.brown@westlothian.gov.uk), Roads and Transportation Manager.

# 11. Local Place Plans: have your say!

## 11.1 Background

Under recent legislation, local communities (either geographic or based on a common local interest) can produce a 'Local Place Plan' (LPP) which *the Council must then take into account in preparing its development plan for the whole local authority*. Many communities in the Lothians have already produced LPPs, and several in Edinburgh are now doing so. You have an opportunity to put in comments.

Edinburgh City Council has prepared [this guide](#) to what a LPP is, and how to go about creating one. Many are produced by Community Councils, but any local organisation meeting certain criteria can initiate one. See the end of this article for more resources and contacts.

*"A Local Place Plan needs to relate to a specific area, but it can be any size. It can cover a whole district, a neighbourhood, or a single plot of land. It is up to you what you cover. This does not need to be clearly defined in the beginning. It can evolve during the process."*

*"This is the chance to design and plan your area in more detail. You can shape future housing, business, or community spaces, bring forward proposals to improve quality of life, health and well-being and protect what you value such as buildings and green space."*

Importantly for us, **an LPP can include ideas and proposals on getting about locally**. For example see page 38 of the [Linlithgow LPP](#).

## 11.2 LPPs already complete

Once a LPP is complete, and complies with certain requirements, it must be made available to the public on a Council register. The LPP registers in our area are as follows...

- [Edinburgh](#) Currently only the following LPPs are complete and registered
  - [Astley Anslie LPP](#)
  - [Midmar Paddock LPP](#)
  - [Wester Hailes LPP](#)
- *The Lothians seem much further advanced, with many more completed LPPs – click these links to see:*
- [East Lothian](#)
- [Midlothian](#)
- [West Lothian](#)

## 11.3 Edinburgh LPPs under development

**Note:** These consultation surveys do not always give a closing date, so respond asap in case you find them closed! We have given all the info we can easily find on websites, etc. Even if a consultation is closed, try emailing the organisation concerned with any points you wish to make]

- **Southside LPP** / [web](#) / Survey closed, but [interactive map](#) still seems to be taking suggestions/
- **Liberton & District LPP** / [web](#) / Consultation survey closed – there was no mention of cycling
- **Bruntsfield LPP** / [web](#) / Consultation survey closed
- **Balerno LPP** / [web](#) / There's an existing [Community Plan](#) which will be used as a basis for the LPP / There will also be a **public meeting on 9 July** and a **drop-in Sat 13 June at Balerno Farmers Market** / [survey](#) /
- **Currie LPP** / [survey](#) / Organised by Currie Community Council /
- **Juniper Green & Baberton LPP** / [survey](#) – **closes 30 June** / Organised by Juniper Green & Baberton Mains Community Council /
- **Leith LPP** / [web](#) / As far as we can see, this is largely complete, though we can't see a link to the draft plan. Comments can presumably be sent to the email contact /
- **Old Town LPP** / [web](#) / [survey](#) /

## 11.4 What you can do

- Respond to any of the LPP consultations above in areas where you live, work or visit
- There is no register of LPPs under development – please tell us any other LPPs you know of (within Edinburgh or Lothian council areas) so we can add them here
- If you would like to prepare a draft Spokes submission to any of the above, which our Planning Group can comment on before submission, do get in touch
- And please repost [our bluesky](#) about LPPs and these survey.

## 12. Local councils - Active Travel websites + Cycle/AT Forums

- **Edinburgh** – [main page: Cycling & Walking page](#) / there is no Cycle Forum
- **East Lothian** - [main page: East Lothian on the move](#) / [AT infrastructure](#) / To attend the occasional council AT/Cycle Forum [usually held in-person] email [cmilne@eastlothian.gov.uk](mailto:cmilne@eastlothian.gov.uk)
- **Midlothian** – [main page: Walking, cycling, horse riding](#) / [active travel map](#) / To attend the (new in 2026) online council AT/Cycle Forum, email [Thomas.Quayle@midlothian.gov.uk](mailto:Thomas.Quayle@midlothian.gov.uk)
- **West Lothian** - [Enquiries and comments about new roads, footpaths, cycle routes](#) / [current projects and completed consultations](#). To attend the online AT/Cycle Forum (which is run by WL Climate Action, but includes a council officer), email [jocelyn@wlcan.scot](mailto:jocelyn@wlcan.scot)
- **SEStran** (South East Scotland regional transport partnership) – [People & Place, projects & grants](#)

**COUNCIL CYCLE FORUMS** [generally open to anyone interested, living in the council area]

- **East Lothian** [usually in-person] For next date email [cmilne@eastlothian.gov.uk](mailto:cmilne@eastlothian.gov.uk)
- **Midlothian** [usually online] For next date email [Thomas.Quayle@midlothian.gov.uk](mailto:Thomas.Quayle@midlothian.gov.uk)
- **West Lothian** [usually online] For next date email [jocelyn@wlcan.scot](mailto:jocelyn@wlcan.scot)

## 13. Keeping in touch

- ★ Remember to check out our **website** every so often [www.spokes.org.uk](http://www.spokes.org.uk)
- ★ We are active on **Bluesky** [@spokes.org.uk](https://bsky.app/profile/spokes.org.uk) Follow us, and repost posts that you support.
- ★ If you use **Facebook**, please like, share, etc the [Spokes Facebook page](#)
- ★ To campaign effectively Spokes needs as many supporters as possible. If you are not already a member and you like what we do, go to [www.spokes.org.uk/membership](http://www.spokes.org.uk/membership).

**Why no longer using X/twitter ?** *One of our supporters puts it this way...*

Twitter has gone from being the darling of micro-blogging platforms in a 'golden age' of social media, to being a channel known globally as a cesspit of horrendous behaviour, including but not limited to use of X's AI assistant 'Grok' which was found to be being used publicly by users to generate non-consensual nude images of famous persons, and even generate synthetic child abuse sexual material ('CSAM').

You might feel, with thousands of followers, that you're leaving behind an audience that you could reach with your valuable work. The reality is that many of those users will have quit the platform some time ago. The statistics at [www.demandsage.com/twitter-statistics](http://www.demandsage.com/twitter-statistics) also show how minor a platform this now is to actually reach people.

To quote from '[Website Planet](#)':

*"X has seen a notable exodus of users and advertisers over the past 3 years, driven by its owner's polarizing actions and shift toward controversial content. Many individuals and companies have left, while advertisers have pulled back due to misaligned values. This section breaks down who has departed, when, and why.*

*"Several high-profile individuals and organizations, including the European Federation of Journalists in December 2024, left X over concerns about content moderation and the platform's role in amplifying conspiracy theories, racism, far-right ideologies, and misogyny.*

*"This trend reflects growing concerns over platform management, content moderation, and alignment with personal or organizational values.*

*"In November 2023, major brands such as Apple, Disney, Coca-Cola, and Uber stopped advertising on X. The primary reasons cited were the platform's content moderation failures, including the display of ads next to offensive content such as pro-Nazi posts.*

*"Some, like Paramount and Walmart, expressed concerns over brand safety, signaling their dissatisfaction with Musk's changes to the platform."*

**The best time to get off of the platform was when Elon Musk started removing its trust and safety teams, removing moderation and safe participation tools such as blocking, and allowing it to become a hotbed of the most awful online behaviour. *The second best time is now.***

**There's a guide to migrating (eXiting!) from X to Bluesky [here](#).** And, if you are an organisation, remember to change any references to your X account on your website and all other platforms that you use.

## 14. More & future consultations – *Check council, government, and other sites*

- ◆ Edinburgh [consultationhub.edinburgh.gov.uk](http://consultationhub.edinburgh.gov.uk)
- ◆ Edinburgh [Edinburgh traffic orders](#)
- ◆ East Lothian [www.eastlothianconsultations.co.uk](http://www.eastlothianconsultations.co.uk)
- ◆ Midlothian [www.midlothian.gov.uk/directory/33/consultations/category/182/categoryInfo/38](http://www.midlothian.gov.uk/directory/33/consultations/category/182/categoryInfo/38)
- ◆ West Lothian [www.westlothian.gov.uk/consultations](http://www.westlothian.gov.uk/consultations)
- ◆ Scottish Government [consult.gov.scot](http://consult.gov.scot)
- ◆ Transport Scotland [www.transport.gov.scot/consultations](http://www.transport.gov.scot/consultations)
- ◆ Scottish Parliament consultations [yourviews.parliament.scot/consultation\\_finder](http://yourviews.parliament.scot/consultation_finder)
- ◆ Scottish Parliament petitions [petitions.parliament.scot](http://petitions.parliament.scot)
- ◆ UK government consultations [https://www.gov.uk/search/policy-papers-and-consultations?content\\_store\\_document\\_type%5B%5D=open\\_consultations&order=most-viewed](https://www.gov.uk/search/policy-papers-and-consultations?content_store_document_type%5B%5D=open_consultations&order=most-viewed)
- ◆ **Just in case...** Transform Scotland keeps an updated page of current transport-related consultations... [transformscotland.org.uk/whats-new/action-alerts](http://transformscotland.org.uk/whats-new/action-alerts) Check it out in case there's anything important that doesn't appear in the website addresses above (there often is!)
- ◆ **Spokes website** We have a page of particularly relevant consultations [www.spokes.org.uk/consultns](http://www.spokes.org.uk/consultns)